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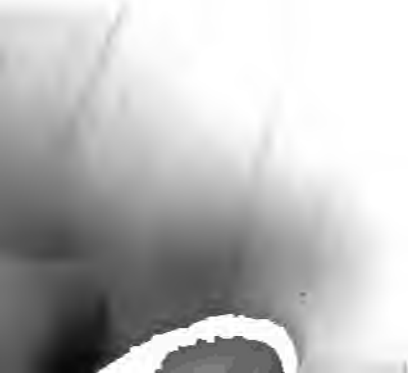

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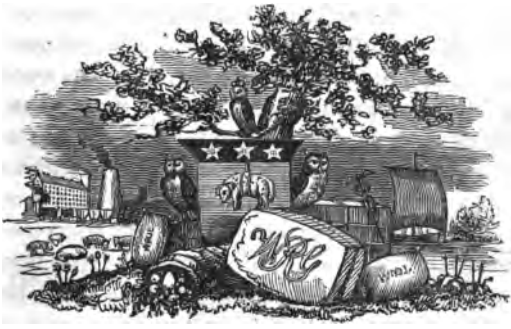
CHAPTER I.



LEEDS.

THE town of Leeds is unquestionably of very high antiquity. Numerous circumstances combine to prove, that a Roman Station formerly stood on the site of the town, and that a Roman Trajectus was constructed a little to the eastward of the present bridge over the Aire. In Saxon times, this place was denominated *Loidis*—a name either derived from the Saxon *Loidi a people*, or to be considered as the genitive of *Loid* supposed to have been the first Saxon possessor of the place.

Nothing is known but by implication, of the dimensions, the population, and the general appearance of Leeds under the Saxon sway. Like other Saxon towns it consisted of a collection of houses built of wood, or of mud, wattles, and straw; and the windows of these lowly habitations were formed not of glass, but of panels of horn, fixed into wooden frames. It seems almost certain that in these ancient times, a street ran in the line of Briggate, a word indubitably of Saxon antiquity; and for the same reason, it may be concluded, that streets existed on the site of the present Kirkgate, and Swinegate. The Saxon church occupied the spot upon which the present old church has been built, but not a single vestige of it now remains, and no foundation has ever been discovered by which its limits and character can be ascertained. From the notice of the place in Doomsday Book, connected with the preceding statements, it appears that the town of Leeds, at this period, consisted of three wretched lanes, the humblest and meanest possible representations of streets, with a population of two or three hundred semi-barbarians, the rude cultivators of the soil upon which they vegetated, with seven Thanes to hold them in the trammels of dependance, with a priest to maintain the influence of superstition, and a church in which were performed the ceremonies which, in those days

of darkness, were dignified with the prostituted name of Christianity. What a contrast to the appearance, the condition, and the population of the present Leeds! What a cause for gratitude is to be discovered in the mighty change!

Leeds, soon after the Conquest, was given to Ilbert de Lacy, and, with the rest of the immense estates of that powerful nobleman in Yorkshire, was united to the barony of Pontefract. After a very few years, the manor of Leeds was granted to the Paganels, who held it under the Lacies, as superior lords of the district.

It is certain that there was a castle at Leeds, soon after the Conquest; and it is generally supposed that this fortification was reared by the Paganels to secure their possessions, and to establish their authority. The castle stood upon Mill-Hill, at a convenient distance from the river, and upon a gentle acclivity from its banks. With its donjon and exterior walls and towers according to the Norman system of fortification, it no doubt gave importance, dignity, and protection to the town, and enabled its lords, according to the usual custom of feudal despotism, to domineer over their serfs and slaves. The castle was surrounded with an extensive park, long since broken up, although its name is still retained and its existence is still commemorated in the names, Park-Place, Park-

Row, Park-Square, and Park-Lane. Two historical facts demonstrate that this castle must have been a place of consequence and strength. It was besieged by King Stephen in his march towards Scotland in 1139; and two hundred and sixty years afterwards, political revolution rendered it the scene of the temporary confinement of Richard II. prior to his barbarous murder in Pontefract Castle. At what period, or by what means, the castle of Leeds was destroyed, cannot be discovered. Thoresby states that it was the tradition of his time, that the old bridge was built out of its ruins. This, however, could not have been the case. The old bridge and the chantry connected with it, were certainly, as we shall presently prove, in existence in 1376; but the date of the imprisonment of Richard II. in the castle, is to be assigned to the twenty-fourth year afterwards, viz. in 1399. The castle then, could not have been destroyed until some time after the erection of the bridge. It may have been abandoned by its proprietors to the violence of the tempest, to the ravages of time, and the fury of hostile invasion; and its materials may have been applied by the growing population of the town, to the construction of other buildings of convenience, of commerce, or of religion, until the walls of the once proud and formidable edifice were completely

subverted, and their very foundations effectually concealed beneath the ruins and accumulations of ages.

In the reign of king John, a charter was granted by Maurice Paganel, the mesne lord, to the burgesses of the town, which although a curious and interesting relic of the Norman age, deserves no further illustration in the present work. The following is a list of the successive possessors of the manor of Leeds to the present day. Soon after the time of Maurice Paganel, the manor reverted to the chief lords of the fee, so that in the eighteenth year of the reign of Henry III. as part of the estate of Rainulph earl of Chester, it was granted to Hugh de Albenei earl of Arundel. This earl dying without issue, it seems again to have reverted to the family of Earl Rainulph, upon whose fourth sister Hawise, and her heirs, the earldom of Lincoln was conferred. In the thirty-fifth year of the reign of Edward III. it belonged to Edmund, son of John de Lacy, and in the fourth year of Edward II. it was assigned as part of the dowry of Alice, widow of the above-named Edmund. Thomas earl of Lancaster, having married Alice de Lacy only daughter and heiress of Hugh de Lacy, the manor of Leeds, with all the vast possessions of the Lacy family, were united to those of the duchy of Lancaster. When the duke ascended the throne

with the title of Henry IV. this manor, with the other ducal possessions, passed to the crown; and in the crown it was vested, until the death of Anne, princess of Denmark, and consort to James I., part of whose jointure it was. It was then sold to private individuals. From the records in the office of the duchy of Lancaster, it appears that the manor of Leeds was granted by Charles I. in the fourth year of his reign, to Edward Ditchfield and John Highlord, in trust for the city of London. It seems, however, to have reverted to the crown, in some unknown manner, almost immediately; for Thoresby tells us, that it was purchased of the crown by his great-grandfather, Richard Sykes, alderman of Leeds, in the year 1629 and 1636. At the request of Harrison the benefactor, Mr. Sykes permitted him and several other gentlemen, to become joint purchasers with him, reserving only one share for himself and another for his son. The present possessors are Christopher Wilson, Esq. four-ninths—the Marchioness of Hertford, one-ninth, Mrs. Rachel Milnes, one-ninth—the Rev. F. T. Cookson, one-ninth—C. Beckett, Esq., one-ninth—the executors of the late C. Bolland, Esq., one-ninth. A Court Leet is still held in Leeds by the lords of the manor, at which a jury is empanelled to preserve the weights and measures at the proper standard, and to resist all encroachments upon the manorial rights.

After the lapse of five hundred years from the donation of the charter of Maurice Paganel, Leland thus describes the town of Leeds—"Ledes, two miles lower down than Christal Abbaye, on Aire river, is a praty market toune, having one paroche chirche, reasonably well builded, and as large as Bradeford, but not so quik as it." From the same author we learn, that Leeds at this period (1530—1552) was considerably less than Wakefield, which was much larger than Bradford. It is highly probable that in the time of Leland, Leeds was only just recovering from the depression of calamitous ages, that manufactures had only recently been introduced amongst its inhabitants, and that it was just commencing that career of enterprise and industry, which has elevated it to the primary rank among the towns of Yorkshire. Some estimate may be formed of the population of the town and parish in the reign of James I., from a bill of complaint exhibited in chancery, A. D. 1615, in which it is stated, that "The said town and parish, being very large and populous, consisted of five thousand communicants or more." Now even supposing this statement having been considerably exaggerated by the applicants in chancery, it is evident that the population was rapidly increasing, and that laudable attention was paid to the ordinances of divine worship, and the maintenance of public morals.

In the calamities of the civil war between Charles I. and the parliament, Leeds abundantly participated. In 1642, the town was taken from the parliamentarians by the Marquis of Newcastle. The next year, the troops of the parliament under the command of the Fairfaxes, animated by their successful defence of Bradford against the royalists, advanced against Leeds; they took the town by storm; a considerable number of soldiers were slain; Major Beaumont of Whitley was drowned while attempting to cross the Aire in his flight, and Mr. Robinson the vicar narrowly escaped the same fate. After the storming of Leeds, the royalists assumed a position at Seacroft, where they were assailed by the parliamentarians, but they maintained their post, and the assailants were defeated with the slaughter of a few of their men. A Capt. Boswell is mentioned in the parish register of Leeds, who was slain in this battle, and buried in that town. The town was soon afterwards regained by the royalists, and they retained possession of it until the battle of Marston-Moor placed the fortunes of Charles I. at the disposal of his parliament. On the line of the Rail-Road between Leeds and Selby, some curious indications of the terror, inspired by the civil wars have occurred. In 1824, a number of silver coins of the reigns of Mary, Elizabeth, James I. and Charles I. were found

under an ancient building near Parlington; and in 1826, when some workmen were removing an ancient wall at Garforth, they found a purse containing many coins of Elizabeth, James I. and Charles I. undoubtedly deposited in these hiding places in this period of national anarchy and misery.

As the present work is intended to amuse, as well as to instruct, we shall in this place, relate an interesting anecdote relative to these unfortunate civil wars. We give it in the language of the "*Misellaneous History of the District.*" While Charles I. was in the hands of the Scots, and was on his way with them from Newark to Newcastle, he was lodged in the Red Hall in Leeds, shortly to be mentioned, and at that period probably the best house in the town. During his stay at this place, a maid servant, compassionating his deplorable situation, and probably acting under the influence of some royalists in the town, implored him to disguise himself in her dress and thus to elude the vigilance of his guards and to effect his escape. She declared, at the same time, that were he to succeed in the attempt, he would be immediately conducted by a back alley (Lands Lane) to a friend's house, from whence he could proceed to France. Charles, however, either convinced that the project was impracticable, or entertaining

hopes of the intentions of the Scots in his favour which were most signally to be disappointed, refused to embrace the woman's offer, but at the same time to evince his gratitude for her zeal, he gave her the Garter, saying that, if it never were in his own power to reward her, his son, on the sight of that token, would bestow upon her some remuneration. After the Restoration, the woman repaired to Charles II. related the circumstance, and produced the token. The king enquired from whence she came, she replied, "from Leeds in Yorkshire." "Whether she had a husband?" She answered that she had. "What was his calling." She said "An Under Bailiff." "Then," said the king, "he shall be chief bailiff in Yorkshire." Charles seems to have been as good as his word; the husband was elevated to importance and affluence; and afterwards built Crosby House in the Head Row. This circumstance is worthy of record, as one of those very rare examples of gratitude to those who had been devoted to the cause of his father and his own, afforded by a king whose character may be ascertained by the fact, that he was employed in hunting a moth with his mistresses, while the Dutch were burning and capturing our ships of war in the Thames, and insulting the metropolis of the kingdom.

To the horrors of war at this calamitous period

were added the calamities of pestilence. The plague broke out with tremendous violence in Leeds in March, 1645, and, by the twenty-fifth of December in that year, thirteen hundred and twenty-five persons, or more than one-fifth of the whole population, had perished. The disease was not confined to the closest and most densely inhabited parts of the town, but extended to its most open districts, and its most airy suburbs. At the same time, its ravages were the most fatal in the streets and lanes, where the poorest, the worst fed, the worst clothed, and the worst housed people resided. So great was the consternation, that all who were able, fled from the scene of contamination and death; the grass grew in the deserted streets; the markets were removed to Woodhouse; the doors of the old church were closed; and, if the testimony of contemporaneous witnesses is to be credited, the very birds fell dead as they flew over the town.

We must not forget to state, that when Cromwell governed the British Empire, Leeds sent a representative to parliament in the person of Adam Baynes, Esq. of Knowstrop—a gentleman of a respectable family, a plentiful fortune, and of considerable experience in the transactions of business. The elective franchise, however, was never again permitted to be exercised by the inhabitants of

Leeds, until the memorable Reform Act was brought into operation in 1832.

The borough of Leeds was first incorporated by Charles I. and Sir John Savile, the builder of Howley Hall, and at that time the great patron of Leeds, was the first mayor. In that capacity, he was so highly respected, that his arms, known by the name of Hullarts, were adopted by the town. In 1661, the year after the restoration, Charles II. granted a new charter to Leeds, upon the petition of the merchants, clothworkers, and other inhabitants of the borough. The constitution of the corporation of Leeds by this charter was thus arranged—First "one of the more honest and discreet burgesses or inhabitants of the borough," was to be chosen from time to time who should be called MAYOR of the borough. Secondly, "twelve of the more honest and discreet burgesses, inhabitants of the borough," were to be chosen and called ALDERMEN of the borough. Thirdly, twenty-four "able and discreet" inhabitants of the borough were to be elected as ASSISTANTS. And the Mayor, Aldermen, and Assistants were to be called the COMMON COUNCIL of the borough. All the inhabitants are eligible to be elected members of the corporation. The mayor and aldermen have, within the borough, the same power as is derived from a commission of the peace, and the

chief magistrate, with one of the aldermen at least, attends at the Court-House, every Tuesday and Friday for the administration of justice. A session is held for the borough every three months, viz. in January, April, July, and October, at which the mayor presides; and the recorder recapitulates the evidence and passes sentence on the prisoners, which can in no case exceed transportation. The general quarter sessions of the Riding are held in Leeds in Michaelmas every year, at which the West Riding magistrates attend, and elect one of their own body as chairman.

The funds of the corporation of Leeds under the charter of Charles II. derived from various sources, have never been very large, nor has the corporate body, as such, ever been very opulent. Of this, a remarkable proof was given in 1798. When the monied bodies and the nobility and gentry of the kingdom, came forward with their subscriptions in aid of the supplies demanded by the national defence against the malignant designs of France, the contribution of the Leeds corporation, although most liberal, when compared with the funds of the body, was far exceeded by the munificent gifts of single individuals in the neighbourhood. While the Earls of Harewood and Carlisle each subscribed four thousand pounds, while Sir R. B. Johnson

gave one thousand pounds annually during the continuance of the war—the corporation of Leeds forwarded to the cashier of the Bank of England five hundred pounds, with an order for it to be entered in the subscription books in the following manner—"The Corporation of Leeds having no property or income whatever, save the interest of one thousand eight hundred pounds, arising from fees of admission and fines paid by those refusing to serve, Five Hundred Pounds."

The following curious narrative will amuse the reader. In the year 1710, the office of the recordership became vacant, and Mr. Wilson was elected to that honourable station by a very large majority of votes. He was not, however, permitted to enter upon his functions; for in these times of agitation, when all who were not prepared to go the full length of a particular party, were slanderously assailed as the enemies of the royal government, it was necessary either to coincide with the views of the dominant set, or to fall under the ban of their displeasure. By the party in question, Mr. Wilson seems to have been regarded with suspicion and dislike; and William Nevile, Esq. the acting High Sheriff, in order to obtain his deposition, represented, in the name of the church, THE MAGISTRATES OF LEEDS AS INFECTED WITH THE PRINCIPLES OF WHIGGERY!!

This was quite enough, the assent of the queen to the election was recalled, and the appointment was conferred upon a tool of the court, altogether inadequate to the office. Although the misrepresentation was soon discovered, the magistrates of Leeds determined to deliver themselves most completely from the imputation; and two years afterwards, the mayor and his companions presented an address to the queen in the palace of Kensington. They were treated with great condescension and affability; the Duke of Leeds had informed his sovereign that the address came from a populous borough and a loyal corporation, both willing and able to lend effectual assistance to the crown in the case of any emergency. The polite queen curtsied to the persons and smiled upon the loyalty of her liege subjects, and there can be no doubt that Leeds was filled with corresponding gratitude and exultation.

It would further seem that the graciousness of the queen was the cause which induced the inhabitants to bestow more than wonted honours upon her name. On no former occasion do we discover any very extraordinary effervescence of loyalty in Leeds; but on this occasion, Alderman William Milner was at the expense of a white marble statue of her majesty, which he presented to his fellow

window, which proves this part to have been considerably raised for the clere-story windows, which were probably added when the north aisle was built, and the south side was enlarged. The fine old stone tracery of the west window was removed in the year 1708. The whole church is one hundred and sixty-five feet in length, and ninety-seven in breadth; the high choir fifty-seven feet in length, in breadth twenty-two, in height thirty-six, and two hundred and seventy-four in circumference, well adapted to the most numerous communions perhaps in the kingdom; for there is probably no other church where one thousand communicants have been ordinarily observed. By a strange perversion of taste, for which it is impossible to account, the great east window is obstructed, partly by a screen and partly by a vestry. The living is a vicarage of great value, in the gift of the parishioners. The Rev. J. Fawcett is vicar.

ST. JOHN'S CHURCH, the second episcopal edifice in Leeds in the order of time, was erected in the reign of Charles I. at the sole expense of Harrison the celebrated benefactor. The erection of the church was commenced in 1631, and it was consecrated by Archbishop Neale, September 31, 1634. It is built entirely of stone. It consists of a nave, of a chancel, and of a south aisle, with a plain tower at the west end, having an embattled

parapet with crocketted pinnacles. The whole of the interior has an appearance of antiquity considerably beyond what might have been expected from the date of its erection. Dr. Whitaker says, and there is indubitable truth in his statement, that St. John's church has all the gloom and all the obstructions of an ancient church, without one vestige of its dignity and grace. By the original deeds of settlement, the right of nomination is vested in the vicar of Leeds, the mayor, and the three senior aldermen of the corporation for the time being. The Rev. T. F. Cookson is the incumbent.

TRINITY CHURCH, one of the most beautiful ecclesiastical edifices in the north of England, was endowed by the Rev. H. Robinson, and half the expense was to be defrayed by Lady Elizabeth Hastings. The site was purchased for 175*l.*; the foundation stone was laid by Mr. Robinson, August 23, 1761, and it was consecrated August 27, 1727. The entire cost of the building was 4563*l.* 9*s.* 6*d.* of which 3731*l.* 19*s.* 6*d.* was the amount of the subscriptions, and the remainder was supplied by the sale of the pews. The church itself is a very handsome and elegant building, constructed with durable moorstone, and of the Doric order, although the capitals of the columns within are composite. The spire is one of the most conspicuous objects in Leeds. The patrons of the church are,

the vicar and the recorder of Leeds, and the minister of St. John's Church.

ST. PAUL'S CHURCH is a plain, but neat and elegant building on the south side of Park-Square. Its existence is to be ascribed to the zeal and activity of the Rev. Miles Atkinson, vicar of Kippax, and lecturer at the parish church, who, assisted by his friends, accomplished this arduous undertaking at an expense of ten thousand pounds. The ground was given by Dr. Christopher Wilson, Bishop of Bristol, and the church was consecrated by Dr. William Markham, Archbishop of York, on September 10, 1798. The founder of the church was the first preacher; he was succeeded by his son, the Rev. Christopher Atkinson, and the Rev. Miles Jackson is the present highly respected minister.

ST. JAMES'S CHURCH was originally intended for the dissenters, but the persons who had become responsible for its completion having failed, it was purchased from the assignees, and consecrated by Archbishop Markham. It is an octagonal building, in a very close and unpleasant situation, very near the old church. The interior is neat; it has a gallery round the whole edifice, and is furnished with an organ. The present minister is the Rev. John King.

When the act for building additional churches

in populous parishes passed the legislature in the 59th of George III. two new churches were erected in the town, and one in the immediate vicinity of Leeds.

CHRIST CHURCH, in Meadow-Lane, is one of the most beautiful ecclesiastical edifices in the county of York. Its interior arrangements and general appearance are superior to any thing of the kind in the vicinity, and the whole edifice does honour to the taste and abilities of Mr. Chantrell the architect. The Rev. Mr. Holroyd is the present minister.

THE CHURCH OF ST. MARY'S, on Quarry Hill, is very extensive, but it is a mere specimen of carpenters' Gothic. The Rev. Mr. Cookson is the present minister.

ST MARK'S CHURCH at Woodhouse, is a very pleasing edifice of the architecture of the fifteenth century. The Rev. J. Fawcett is the present minister.

A list of the Methodist and Dissenting Chapels will be found at the close of this account of Leeds.

THE CLOTH HALLS next demand our attention. The Coloured Cloth Hall, in Infirmary Street, was erected in 1758. The building forms a quadrangle of brick, inclosing a large open area, and is one hundred and twenty-seven yards and a-half long, and sixty-six yards broad. It is divided

into six compartments which are appropriately designated streets. Each street contains two rows of stands, and each stand measures twenty-two inches in front, and bears the name of the clothier to whom it belongs. the total number of stands is one thousand eight hundred. In 1810 an additional story was erected on the right side of the hall, and is principally used for the sale of ladies' cloths in an undyed state.

THE WHITE CLOTH HALL which was built in 1775, is on the same plan and of nearly similar extent with the preceding. The markets for mixed and white cloths are held on Tuesdays and Saturdays, on which days only, the merchants are permitted to buy, or even to look at the cloth in the halls.

THE MIXED CLOTH HALL opens at half-past eight in summer, at nine in spring and autumn, and at half-past nine in winter. The White Cloth Hall opens when the other closes, and strangers passing through the town are permitted to pass through the halls at the time of business. The cloth is brought to the halls in an unfinished state, and it is dressed, after being purchased, under the direction of the merchants.

THE COURT HOUSE in Park-Row, is the most important of the public buildings in the town. The foundation stone was laid on September 2,

1811, and the whole was occupied in 1813. The taste of the architect, Mr. Taylor, is displayed in the front, and his skill in the general arrangement of the interior. A portico of Corinthian columns forms the centre of the front, and the wings have pannels highly wrought in bas relief, containing, the fleece, the emblem of the town, and the fasces as the insignia of justice. On each side of the vestibule, are the Rotation Office and the Magistrates' Room, and both communicate with the large hall which affords accommodation for the assembly of a considerable number of persons. This hall is frequently used for public meetings of various descriptions, and for the transaction of those affairs belonging to the locality, which involve popular discussion and inquiry. Two galleries are provided in the hall, one for the Grand Jury, and the other for the ladies; the Grand Jury room which is over the vestibule, communicates with their box, while two other rooms afford accommodation to the Juries and the Counsel. The ground story presents an open arcade, a guard room, an engine room, and a gaoler's apartment which overlooks the prison court, in which there are thirteen cells. A room for militia stores, an armoury &c. are accessible through a guard room at the west end of the building, at which there is likewise a distinct entrance for the public. Considerable

alterations have been made this year in this very excellent building, which will afford greater accommodations both to the magistrates and the public for the transaction of business.

THE COMMERCIAL BUILDINGS constitute by far the most splendid, elegant, and classical structure in Leeds. The site is the most eligible which could possibly have been selected, opposite the grand entrance into the town from the west, immediately in front of the greatest cloth market in the world, and in the vicinity of the most opulent, the most respectable, and the most handsome departments of Leeds. The plan of this magnificent structure is a parallelogram with the south western corner rounded off, and formed into a spacious and elegant portico. The entire edifice is of stone, and the architecture is Grecian. The interior corresponds with the external appearance of the structure; the staircase, formed within a circular hall thirty-four feet in diameter and crowned with a beautiful panelled dome and a light of stained glass, is very magnificent. The News Room to the right of the vestibule is the handsomest apartment in the building, and is equal in general appearance to any other in the kingdom. The Concert Room, above the News Room, is also large and richly ornamented, and is admirably adapted for public purposes. There are several other excellent apart-

ments devoted to various objects; on the western side is the office of the Assurance Company, and part of the building has usually been occupied as an Hotel. The whole expense incurred by the purchase of the ground and the building, amounted to nearly thirty-five thousand pounds. The News Room was opened on May-day, 1829, with five hundred subscribers of one guinea and a half per annum, and the whole interior was completely finished and formally opened on the twelfth of October in the same year. The Commercial Buildings have this year (1834) afforded accommodations to the New Literary Institution, which promises to be most extensively useful to the inhabitants of the town.

THE CORN EXCHANGE was opened in 1827—its front is extremely neat, its position is very commanding, and it forms by far the most striking object in Briggate. Between the columns in front, is the statue of Queen Anne already described, and beneath it is the following inscription. "This statue of Queen Anne was erected at the cost of Alderman Milner in the front of the ancient Moot Hall A.D. 1712; was restored at the expense of the corporation and transferred to this site A. D. 1828; the Moot Hall having been purchased by the town and demolished, A. D. 1825." At the back of the building is a court with a piazza,

where the dealers exhibit their samples and conclude their sales, and at the left hand side of the entrance is an excellent and commodious Hotel.

THE CENTRAL MARKET, in Duncan Street, is one of the greatest ornaments of the town. The first stone was laid in 1824, and it was opened in 1827, before a great multitude of the inhabitants. The front exhibits a handsome elevation of Grecian architecture, consisting of a central division and lateral wings, the columns are of the Ionic order, and the words "Central Market," are inscribed on the architrave. The interior is very spacious and commodious, the centre is divided into three walks with stalls, and a gallery is carried round three sides of the building, with a Bazaar on one side. The entire expense of the whole edifice, including the purchase of the ground, &c. amounted to thirty-five thousand pounds. The small streets or alleys round the edifice, contain a number of shops for butchers and other tradesmen.

THE SOUTH MARKET, between Hunslet Lane and Meadow Lane, was projected in 1823. This market consists of a number of commodious and uniform shops for retail dealers, surrounding a spacious area, in the centre of which is a circular temple or cross, composed of twelve Doric pillars outside, and the same number within. The expense of the whole amounted to twenty-two thousand pounds.

THE INFIRMARY in West Street, was established in 1767. It is a large but plain building of red brick, with an excellent garden behind, laid out with considerable taste. This was effected in the year 1817, when a number of benevolent persons, friends and supporters of the infirmary, purchased a quantity of land at the south front of that building, for the purpose of protecting the institution against the too close proximity of any other building; and, in the same year, Richard Fountain Wilson, Esq. of Ingmanthorpe, at a cost of £1500, munificently presented the trustees with an additional portion of land, consisting of four thousand square yards, which extended their boundaries down to the Wellington road. This land, which is tastefully laid out as a pleasure-ground, is enclosed by a substantial wall, surmounted with iron palisades.

THE PHILOSOPHICAL HALL is a handsome stone building, in Park-Row, belonging to the Leeds Literary and Philosophical Society, instituted in 1820. The exterior consists of two stories, the lower of which is rusticated, and the upper is decorated with coupled pilastres of the Doric order. The principal apartments in the building are in the upper story. Some fine specimens in geology, natural history, entomology, &c. are kept in very neat order in the great room; in an adjoining

apartment is a fine mummy in a glass-case, presented by the late J. Blayds, Esq. and several other valuable curiosities; there are several other mummies in the hall, one of which was brought from Thebes in 1822, and presented to the institution by W. M. Maude, Esq.; and in another room is a very good collection of British fossils and minerals. On the ground floor is a commodious lecture room, a library, and a very excellent laboratory. The members of the Society were originally fifty-nine proprietory, and one hundred and eight ordinary members—its officers consists of a president, two vice-presidents, two secretaries, a curator and librarian, and a council of twelve members—the session commences in October—the meeting nights are on alternate Fridays at seven o'clock—each member has a prerogative of introducing a visitor, but no inhabitant, resident within the borough of Leeds, can be admitted more than three times as a visitor.

THE LEEDS BATHS compose an elegant and classical, though rather low edifice in Wellington Street. THE MUSIC HALL is a large building of brick, in Albion Street. THE SUBSCRIPTION LIBRARY is another building in Commercial Street, and its literary collection is one of the best and most extensive in the north of England.

THE LEEDS THEATRE was opened in 1771. Although most unprepossessing in its exterior, and most inconvenient in situation, it is very commodious within, and it is frequently well attended in the season.

THE MUSIC HALL in Albion Street, was erected in 1792. The ground floor was for some time occupied as a hall for woollen manufactures, especially for blankets. It is now appropriated to other purposes. The Leeds Concerts have long been conducted with great spirit and success; the hall however has frequently witnessed exhibitions of a far more impressive character than its musical assemblies—the exhibitions of Christian charity and zeal.

THE ASSEMBLY ROOMS over the north side of the White Cloth Hall were built in 1775, but were not used for some time afterwards. In 1777, the Assembly Room in Assembly Court was opened, and Sir George Savile and Lady Effingham commenced the proceedings of the evening with a minuet, in the presence of two hundred and twenty of the neighbouring nobility and gentry.

THE ORIGINAL BRIDGE at Leeds must, from the name of the street, have possessed at least Saxon antiquity. The old Saxon bridge must have fallen into decay at a very early period, and it is probable that it was rebuilt and repaired in

the beginning of the fourteenth century. Certain it is, that the bridge was in existence in 1376, and that a chapel or chantry was attached to it, that travellers in commencing their journeys might enjoy the privilege of early mass. This chantry stood at the north end of the bridge, and was dedicated to St. Mary the Virgin. Long after the period of its erection, the bridge must have been exceedingly narrow and inconvenient, it was widened in 1730, for double carriages; it was improved in a similar manner in 1760, and again in 1796, and it has more recently undergone some alterations by which the ascent from Hunslet Lane, equally incommodious and dangerous, has been mitigated. Strange, says a modern writer, must be the difference between the aspect of Leeds Bridge now, and that which it presented shortly after its erection—then witnessing the occasional transit of a haughty nobleman and his mailed retainers proceeding upon some expedition of rapine and revenge—or of cowled monks, engaged in the business of their convents, or mendicant friars imposing upon the credulity and fleecing the pockets of the poor—or of miserable serfs, ignorant as brutes, and degraded to the lowest stage of humanity—with no indications of commerce, with no appearance of opulence, with little to animate or to interest the feelings of the observer—now from

morning to night reverberating with the wheels of countless carriages, crowded with passengers, and the means of conveying the rich manufactures of one of the most important and industrious regions in the kingdom, to the remotest countries of the globe.

There are four other bridges over the river Aire in Leeds. *Wellington Bridge* is a beautiful structure, consisting of an elliptical arch of one hundred feet span, designed and executed by Rennie at an expense of seven thousand pounds. *The Monk Bridge,* on the suspension principle, is on the line of the New Road to Halifax. *The School Close Bridge* is highly useful for foot passengers; and *The Suspension Bridge,* between Hunslet Lane and the Knostrop Road, affords considerable accommodation to its neighbourhood.

CHAPTER III.

LEEDS

CONTINUED.

WE shall now refer to some interesting particulars in the modern history of Leeds.

In 1735 on account of the dearness of provisions, a terrible riot took place in Leeds, and eight or nine of the people were killed by the soldiers. Eighteen years afterwards, a series of disturbances was excited, which will furnish a curious exhibition of violent prejudice against innovation or improvement. Several acts, it appears, had been passed for the improvement of the roads, and turnpikes were established to defray the expense of the alteration. The exaction of these tolls, produced an immense ferment among the people, and they determined to

destroy the turnpike gates, and to demolish the houses of the collectors. They attempted the house and gate at Harewood Bridge, but were defeated by Mr. Lascelles and his tenantry; they however demolished the gates on the Bradford road, at Halton Dial, and at Beeston. Three of the rioters were apprehended at Beeston, and were conveyed before the magistrates of the borough, then assembled at the King's Arms Inn, in Briggate. The mob assaulted the house, and proceeded to such extremities, that a troop of dragoons were ordered to fire. No less than thirty-seven persons were killed and wounded; many of the sufferers were women, and some were total strangers in the town. Such was the exasperation which this most calamitous event excited, that it was found necessary for several weeks after the event, to put a guard upon the houses of the mayor and the recorder.

This reference to Turnpike Roads leads us to allude to the history of travelling in Leeds. The readers who rapidly roll over the Rail Road while they peruse this brief detail, will be gratified by instituting a contrast between the speed with which they are conveyed to the place of their destination, and the dilatory tediousness which characterised the locomotion of our ancestors. The first stage coach in Yorkshire proceeded from the

Black Swan in Coney Street in York, to the Black Swan in Holborn in London, and it performed the journey in four days, "if God permitted." The public will be surprised to learn, that it was not until 1764 that the following advertisement was published; "Safe and expeditious travelling with Machines, on steel springs in 4 days to London, from the Old King's Arms, in Leeds, every Monday and Wednesday." Miserable work indeed travelling must have been in such clumsy vehicles, on such broken roads, with the chance of being killed by the overturning of the *Machine*, and of being robbed, and perhaps murdered, by the audacious highwaymen of the period. Immense improvement, however, speedily took place, for only five years after the advertisement we have just presented to the reader, we find that there were two coaches which carried passengers from Leeds to London in two days and a half, for one pound eleven shillings and sixpence inside, and one pound one shilling outside. The speed of travelling was rapidly accelerated, and in 1776 a new post coach was advertised to go to London in thirty-nine hours from the Old King's Arms. To pursue the subject further is unnecessary. The system of stage coach travelling which has superseded every other in this part of the country, may become obsolete in its turn—locomotive engines on Rail-

Roads will take the place of the vehicles which are now so common, and the next generation may smile at the clumsy dilatoriness of our method of travelling, just as we ridicule the tediousness and the apprehensions which distinguished the journies of our forefathers.

The first works for the supply of the inhabitants of Leeds with Water were constructed in 1694, under the direction of an engineer whose name was Sorocold; a large reservoir was prepared at Lidgate, to supply the pipes, and Kirkgate was the street in which those pipes were first laid. In 1754 new premises were taken for the site of the requisite works; in 1790 an act was obtained to regulate the whole system, and in the next year the present works were made. The act by which the Leeds Water Works are at present regulated was passed in 1809. The works are under the superintendence of thirteen commissioners, chosen annually. Great attention has recently been paid to the necessity of adopting some new plan for the supply of the town with water, and it is highly probable that at no great distance of time, that supply will be procured from the copious and excellent springs at Alwoodley and Eccup.

The first act for Lighting and Paving the streets was obtained in 1755. The first streets which were lighted under this act were Cross-Parish and

New-Street—so called because it was the first place in Leeds upon which the word Street was imposed. When the act for the water-works in 1790 was obtained, it extended the provisions of the former act for lighting, &c. to those parts of the town which had hitherto remained without the privilege of nocturnal lights, and to the distance of a thousand yards from the bars. The superintendence of the whole system of lighting, was vested in the commissioners of the water-works. By oil lamps, by no means of the best construction, the town continued to be lighted for twenty-eight years, when a Gas Company was incorporated under the sanction of an act of Parliament; between twenty and thirty thousand pounds were expended in the erection of an extensive establishment in York Street, and in other corresponding works; and the brilliant illumination of the new system, soon entirely superseded the twinkling coruscations, "few and far between," which rendered "darkness visible" in the olden times. Leeds was first lighted with gas February 4th, 1819. In 1824 an Oil Gas Company was established, which in a short time obtained a capital of twenty thousand pounds; it was however by no means successful, and the whole speculation ultimately proved abortive. A New Coal Gas Company was formed last year, but its application to parliament has been unsuccess-

ful. There can be little doubt, however, but that the object will be gained next session.

The Court House Act was obtained in 1809, and was highly important to the town. It not only provided for the continuance of a rate until the expenses incurred by the erection of the Court House were defrayed, and for the internal regulations and offices of the prison, but it arranged for the general police of the borough, by committing to the Justices of the Peace the prerogative of appointing a Chief Constable with an appropriate salary, and of electing a sufficient number of persons to be his deputies—by requiring them to select an adequate body of watchmen and patrols for the town and the suburbs, within one mile of the bars—by enabling them to impose such rates as as were necessary to defray the expense of the new system of police—and by authorizing them to choose such treasurers, collectors, and other officers, as the execution of the act might require. The town is now divided into the following districts, in each of which there is a Constable to keep the peace. The Upper Division, the Middle Division, the Mill-Hill Division, the South Division, Kirkgate Division, the East Division, the Upper North-East Division, the Upper North-West Division and the Lower North-West Division.

The strangers who are in the habit of visiting

Leeds, are not probably aware, that Briggate from Kirkgate and Commercial Street, to nearly the Corn Exchange, was disfigured by a most unsightly and narrow row of houses, which was called Middle Row, and which divided it into two narrow lanes or alleys. A public meeting for the removal of this nuisance, was called in July, 1822, application was made without delay for the necessary act of parliament, and the object was accomplished for little more than the cost of fifteen thousand pounds. The Free Market was instituted about the same time. The value of this great improvement, by which the pig market, the vegetable market, the cow market, the pot market, and the fish market were all at once removed from Briggate and other great thoroughfares, may be safely said to be incalculable.

The parochial affairs of the township of Leeds are managed by a committee consisting of the churchwardens and overseers, with the co-operation of twelve of "the principal inhabitants," chosen at the vestry meetings by the rate payers. These officers hold their committee meetings weekly in the afternoon of Wednesday for the relief of the casual poor, and for the transaction of the public business. Neither the overseers nor the trustees as such, take any part in the management of the secular affairs of the church, that duty being

confided solely to the churchwardens. By the excellent and economical management of these gentlemen, the church rates, though there are four new churches to uphold, where there was formerly one, have been reduced from twelve hundred, eighteen hundred, two thousand, and even two thousand five hundred pounds per annum, to a sum of money equivalent to a mere nominal amount. The commutation of all the mixed and personal tithes, payable to the vicar and clerk of Leeds, was happily accomplished in the same year in which the purchase of the ground of the Free Market was completed. The immense public benefit derived from this commutation is principally to be attributed to the munificience of R. F. Wilson, Esq. It was arranged that these tithes were to be commuted upon the annual payment to the vicar of five hundred pounds, arising from fourteen thousand pounds. Mr. Wilson gave seven thousand pounds of this sum, and the rest was raised by private subscription.

No one will hesitate to pronounce the Barrack system, especially in large and populous manufacturing towns, to be an enormous evil. The spacious cavalry barracks at Buslingthorpe, between the roads to Roundhay and Chapel-Allerton, were built in 1819 and 1820, when it was foolishly supposed that the manufacturing districts were on the verge

of insurrection and rebellion. Messrs. Whitaker and Craven were the contractors for the buildings, and the expense of their erection, with the necessary appendages, amounted to upwards of twenty-five thousand pounds. The barracks for the officers and men, the stables and the parade grounds, occupy rather more than eleven acres, and the situation is both salubrious and commanding. The head quarters and the largest proportion of a regiment of cavalry, have usually been stationed at these barracks.

The town of Leeds was visited by the malignant Cholera in 1832. The first case occurred on the twenty-sixth of May, and notwithstanding every precaution it very rapidly increased, it arrived at its height in August, and then gradually subsided, until in November it disappeared. The greatest number of cases was on the sixteenth of August, when there were fifty-nine cases and twenty-one deaths. During the whole period of the disease, there were one thousand eight hundred and seventeen cases, seven hundred and two deaths, and one thousand one hundred and fifteen recoveries. The visitation of the cholera, however distressing and calamitous it may have been, will not, we trust, be unattended with disadvantages. The state of the sewers, water-courses, and drains, has long been most deplorable, and there is no reason to doubt

that the disease was greatly aggravated by the filth of every description, which had been permitted to accumulate in these receptacles of abomination. But this state of things will no longer be endured—the attention of the inhabitants has been fully aroused to the subject, and a general change must soon be effected. It is to be regretted that the cholera has revisited the town though in a milder form this year 1834.

Our readers have been already informed that, in the time of the Commonwealth, Leeds was represented in parliament. By the memorable act of 1832, the right of the borough to return two members to the House of Commons, was fully recognised. After the dissolution of the last parliament under the old system, three candidates were brought forward by the two usual political parties in the town. John Marshall Jun. Esq. and T. B. Macaulay, Esq. were proposed by the Whigs; and Michael Thomas Sadler, Esq. by the Tories. Dec. 10th, 1832, was the day of nomination, and on Friday the 14th, the result was officially declared by the Mayor, as returning officer, when it appeared that the candidates stood in the following order, Marshall 2012, Macaulay 1984, and Sadler 1596. Mr. Macaulay had not represented the borough more than a year, when he resigned in consequence of having assumed a high legal office in the East

Indies. Mr. Baines was then brought forwards by the Whigs, and Sir John Beckett Bart. by the Tories, while Mr. Bower came forward supported by no party. At the close of the contest, the votes were, for Mr. Baines 1958—for Sir John Beckett, 1924, forming a majority for Mr. Baines of thirty-four votes. Mr. Bower had not thirty votes in all.

THE FREE GRAMMAR SCHOOL AT LEEDS was first endowed by Sir William Sheafield, in the fifth year of the reign of Edward VI. 1552. The original school, being built in a very inconvenient situation, was removed by the great benefactor Harrison, in the reign of Charles I. to a pleasant field of his own, which he enclosed with a substantial brick wall, and in the middle of the quadrangle erected the late edifice. The school house was repaired and greatly enlarged in 1828. The endowments of this institution are very considerable, the annual rent of the Grammar School estates is about sixteen hundred pounds, and there is a large sum in the funds, standing in the name of the Trustees and the Accountant General in the Court of Chancery, which has arisen from the accumulation of surplus income. The school is open to all the boys in the borough or parish, free of expense, and it is indubitably one of the best schools in the kingdom; the salaries are, to the Head-Master five hundred and ten pounds per annum,—to the

Usher, two hundred and sixty pounds, and an allowance of thirty pounds in lieu of a House—to the Assistant, sixty pounds, and to the Clerk, sixty-seven pounds. The Rev. Mr. Holmes is the present head-master.

THE LANCASTRIAN SCHOOL in Alfred Street, commenced in 1811—and the NATIONAL SCHOOL near the Old Church, commenced in 1812, are both excellent institutions.

In a work like the present it is of course impossible to enumerate the Public Charities in Leeds. They are, however, numerous and valuable. Considerable property is at the disposal of the Committee of Pious Uses—an income of more than six hundred pounds is devoted to the repairs of the highways—the trust for the poor is extensive,—Jenkinson's, Harrison's, and Leighton's Charities are all valuable—a list of the modern Charitable Institutions will be found at the close of the present account of the town.

Leeds derives its principal importance and its growing prosperity from THE WOOLLEN MANUFACTURE. One single fact will immediately be impressed upon the mind of every stranger visiting this great and industrious town. And that is, that while to the south and to the west, the whole population are engaged in the operations of this productive manufacture, to the east and north scarcely

any of the inhabitants are employed in a similar manner. It is, in fact, a question, if on the whole line of the Leeds and Selby Rail-Road, one single woollen manufacturer is to be found.

This great manufacture began to flourish in the vicinity of Leeds in the sixteenth century, but it was not until the following century that it prevailed to any extent. When Charles II. gave his charter to the borough, Leeds had already become a prosperous manufacturing town. In fact, the charter itself was given, upon the petition of the cloth-workers and other inhabitants of the town, for the protection of their manufactures. The preamble to this charter, given in the second year after the Restoration, declares, that the manufactures of the town and parish already contributed to the great augmentation of the revenue, "by customs and payments due and made by reason thereof"—and it further states, that the "same town and parish are much more populous and fuller of inhabitants than in times by past." It appears that the commercial inhabitants of Leeds, at this period, were distinguished by steady sobriety, uniform economy, and persevering diligence. Although in the absence of extensive speculation and daring enterprise, large fortunes were never made with the strange rapidity which modern times occasionally witness, yet ample opulence was acquired by many who

pursued with undeviating step and indefatigable industry, the beaten path of regular trade. By these individuals extensive estates were occasionally purchased for the settlement of their posterity, numerous houses were built which combined some degree of elegance with substantial comfort, and the germ was laid of that unrivalled greatness and importance to which Leeds, as the emporium of Yorkshire, has ultimately expanded.

Formerly the cloth made in Leeds was almost entirely of the coarser kinds, but the manufacture of superfines has of late so greatly increased, that it is now the best market in England for this description of cloths. The first stages of the manufacture are carried on in the villages in the neighbourhood—from all these scattered establishments, the goods are sent to the cloth halls in Leeds, when they are sold to the merchants. A few years ago, the whole number of master or domestic cloth manufacturers amounted to between five and six thousand, who employed, besides their wives and children, an aggregate of forty thousand individuals. These clothiers were generally men of small capital, often adding a little farm to their business. But their number has very rapidly diminished, since machinery has been so extensively employed, and such vast mills have been built, in which the

whole process of the manufacture, from the first breaking and sorting of the wool to the finishing of the piece ready for the consumer, is carried on.

Besides the cloth manufacture, in this town and its vicinity are made an immense quantity of stuff goods of various kinds, camlets and blankets, and the manufacture of carpets is also carried on to a considerable extent. Several manufactories, inferior in extent to few in the kingdom, have been established for spinning flax for canvass, linen, sacking, and thread. Large quantities of worsted goods are exported from Leeds, and few branches of manufacture have been more uniformly prosperous. With these brief observations we dismiss this part of our subject, the present is certainly not the place for a long disquisition on manufactures.

The population of Leeds has increased with very great rapidity. In 1775 the population was only 17,117. The following is a statement of the progress of the population since the commencement of the present century.

	In 1801.	1811.	1821.	1831.
East Division,	5,124	5,580	7,701	12,413
Middle and Kirkgate Division,	3,803	4,212	4,769	4,927
Mill-Hill Division,	2,676	2,636	3,031	3,031
Upper and Lower North-East Division,	6,547	6,354 4,425	9,194 6,518	14,402 9,619
North-West Division, Lower & Upper.	4,059	5,910	3,804 4,877	9,797 7,602
South Division	2,907	3,791	5,501	6,549
Upper Division,	3,554	3,243	3,208	3,262
			Total	71,602

The population of the Borough, which includes the out townships, is upwards of 123,000.

The following is a list of the Places of Worship in Leeds with the hours of commencing service. I. stands for Independent. U. for Unitarian. O. C. for Old Connexion, Methodists. N. C. for New Connexion, Methodists. and P. M. for Protestant Methodists.

		M.	A.	E.
Parish Church		half-past 10	3—2½ winter	6½
St. John's do.		half-past 10	3—2½ winter	
Trinity do.		half-past 10	3	
St. Paul's do.		half-past 10	3	
St. James's do.		half-past 10	.....	6
Christ do. Meadow Lane,		half-past 10	3	
St. Mark's do. Woodhouse,		half-past 10	3	
St. Mary's do. Quarry Hill,		half-past 10	3	
Roman Catholic Chapel,	9	half-past 10	3	
Mill Hill Chapel,	U.	half-past 10	3	
Call Lane do.	I.	half-past 10	3—2½ winter.	
Salem do.	I.	half-past 10	3—2½ winter.	
Albion do.	I.	half-past 10		6
Queen Street do.	I.	half-past 10		6
Bethel do.	I.	half-past 10	2½	6½
Baptist do.		half-past 10	3	
Methodist Old Chapel,	O. C.	7 half-past 10	2½	6
Albion Street do.	O. C.	half-past 10	2½	6
Wesley do.	O. C.	half-past 10	2½	6
Brunswick do.	O. C.	half-past 10	3	6
Spitalfields do.	O. C.	half-past 10	2½	6
Woodhouse do.	O. C.	half-past 10	2½	5½
Ebenezer do.	N. C.	half-past 10	2½	6
Zion do.	N. C.	half-past 10	2½	6
Friends' Meeting House,		10 o'clock	3 win. sum.	6
Inghamites Chapel,		half-past 10	2½	6½
Primitive Methodist Chapel,		half-past 10	2½	6
Ditto. Hill's Yard, Meadow Land,		half-past 10	2½	6
Female Revivalists (Methodist)		half-past 10	2½	6
Bethel Union (Sailors') Dock-st.			2½	6
New Jerusalem Chapel, Byron-st.		half-past 10		6
Stone Chapel, (Pro. Methodist)		half-past 10	2½	6
Caroline-street do. do.		half-past 10		6

We now annex a list of the Religious, Benevolent, Literary, and General Institutions in Leeds.

The Religious Tract Society, established in 1804.

The Auxiliary Bible Society, established in 1809.

Auxiliary to the London Missionary Society, established in 1813.

Auxiliary Methodist Missionary Society, established in 1813.

District Committee for Promoting Christian Knowledge, established in 1815.

Auxiliary Hibernian Society, established in 1823.

Association in aid of Moravian Missions, established in 1822.

The Sunday School Union, established in 1819.

The Infirmary, established in 1771.

House of Recovery, established in 1802.

Dispensary, established in 1824.

Eye and Ear Infirmary, established in 1821.

Lying-in Hospital, established in 1824.

Guardian Society, established in 1821.

Benevolent Society, established in 1790.

The Church Visiting Society, established 1832.

Annuitant Society, established in 1808.

Equitable Annuitant Society for Widows, established in 1819.

Philosophical and Literary Society, established in 1820.

Literary Institution, established in 1834.

Mechanics' Institute, established 1825.

There are the following Subscription Libraries in the town of Leeds—the Old Library, Commercial-Street,—the New Subscription Library, Park-Row—the library of the Literary Institution, in the Commercial Buildings—the Eclectic Library, Hardwick's Yard—the Parochial Library, Kirkgate—and the Mechanic's Library, Basinghall-Street.

There are three Newspapers in Leeds, and all of them are published on Saturday. The first is—*The Leeds Mercury*, established in 1720, and published at the office in Briggate—the second is, *The Leeds Intelligencer*, established in 1754, and published at the office in Commercial-Street—and the third is, *The Leeds Times*, established in 1833, and is published at the office in Briggate.

CALVERT'S MUSEUM is one of the most pleasing and instructive places of resort in the town of Leeds. It contains fifteen thousand specimens in every department of nature, with an highly interesting collection of coins, medals, and antiquities.

The organic remains of a former world which this museum contains, are as interesting as those in any other collection which we have had the opportunity of inspecting.

CHAPTER IV.

LEEDS DIRECTORY.

POST OFFICE, Mill-Hill,—MRS. J. TEMPLE, *Post mistress*; Mr. J. Anderson, Chief Clerk.

The ***London*** Mail is despatched every evening (Friday excepted) at five minutes past nine, and arrives every afternoon (Monday excepted) at twenty minutes past four. By this Mail bags are sent for *Wakefield, Barnsley, Sheffield, Chesterfield, Mansfield, Newark, Nottingham, Melton-Mowbray, Derby, Burton, Lichfield,* and *Birmingham.*

The *first* Mail to *Manchester,* is despatched every morning at a quarter before ten, with bags for *Bradford, Halifax,* and *Rochdale*; the *second* Mail is despatched every night at a quarter before twelve, with bags for *Bradford, Halifax, Huddersfield, Rochdale, Shipton,* and *Liverpool*: these Mails arrive every morning at twenty minutes past two, and afternoon at half-past two.——The *Shields* Mail is despatched every evening at half-past five, with bags for *Harewood, Harrogate, Knaresborough, Boroughbridge, Thirsk, Yarm, Stockton, Sunderland, &c.* and arrives every evening at half-past seven.——The *York* and North Mail is despatched every afternoon at twenty-five minutes before three, with bags for *Wetherby, York,* and all parts of *Scotland,* also for *Whitby, Scarborough, Stokesley, Guisborough, Seaham, Redcar, Helmsley, Pickering, Northallerton, Richmond, Bedale, Masham, Catterick,* and *Greta Bridge*: a *second* Mail is also despatched (through *Tadcaster*) to *York,* every morning at two. These Mails arrive every morning at a quarter before ten, and night at a quarter before twelve.——The *Halifax* Mail is despatched every evening at fifteen minutes past five, with the *London* and *Leeds* bags for *Bradford* and *Halifax,* and arrives every morning at twenty minutes past two, and afternoon at half-past two.—A branch Mail to *Pontefract,* is despatched every morning at eight, to meet the *Glasgow* Mail to *London,* with bags for *Pontefract, Doncaster, Bawtry, Retford, Newark,* and *Grantham,* and arrives every afternoon at twenty minutes past four.

The *Sheffield* Mail is despatched (by mail gig) every morning at a quarter before four, with bags for *Wakefield* and *Barnsley,* and arrives every afternoon at a quarter past two.—A mail gig to *Otley,* on the arrival of the *London* Mail, with bags for *Kirkstall, Horsforth, Rawden, Yeadon, Guiseley, Otley,* and *Shipton.*

A horse mail to *Hechmondwike* every morning at a quarter past five and on the arrival of the *London* Mail, with the bags for *Beeston, Morley, Birstall, Gomersall, Mill-Bridge,* and *Cleckheaton,* and arrives every morning at half-past seven, and afternoon at two. ☞ The *Liverpool* letters are despatched and arrives by the *Manchester* Mail.

Bankers in Leeds and the Neighbouring Towns.

LEEDS—Beckett, Blayds, and Co., draw upon Sir R. C. Glyn, and Co.; W. W. Brown and Co. upon Brown, Janson and Co.; Geo. Smith and Son, upon Williams, Deacon, and Co.; The Leeds Banking Company, upon Smith, Payne, and Smiths; Bywater, Charlesworth, and Co. upon Jones, Lloyd, and Co. Bank of England, Agent, Thomas Bischoff; Yorkshire District Bank, Matt: Edwards, Manager, draw on Williams and Co.; Northern and Central Bank of England, James Scarth, Manager, draw on Prescott, and Co.

BRADFORD—Charles Henry and Alfred Harris and Co. upon Esdaile's and Co.; The Bradford Banking Company, upon Jones, Lloyd, and Co.; The Bradford Commercial Banking Company, upon Sir R. C. Glyn and Co.; Hagues, Cooke, and Wormald, upon Smith, Payne, and Smiths.

WAKEFIELD—Leatham, Tew, and Co, upon Sir Joseph Denison and Co.; Hagues, Cooke, and Co. upon Smith, Payne, and Smiths; The Wakefield Banking Company, upon Sir R. C. Glyn and Co.; Mirfield and Huddersfield District Banking Co. J. Wilson, Manager, draw on Masterman and Co.; Northern and Central Bank of England, R. Dudgeon, Manager, draw on Prescott and Co.

DEWSBURY—Hagues, Cooke, and Company, upon Smith, Payne, and Smiths.

Public Buildings, Offices, Institutions, &c.

INFIRMARY, near the Coloured Cloth Hall.—*Physicians,* James Williamson, Adam Hunter, Richard Hobson—*Surgeons,* Samuel Smith, William Hey, jun. Thomas Pridgin Teale.—*Surgeon and Apothecary,* John Allanson.—*Assistants,* William Rhodes and Christopher Fountain Brown—*Secretary,* Richard Hodgson Pickard—*Matron,* Sarah Page.

HOUSE OF RECOVERY, Vicar Lane—*Treasurer,* Wm. Beckett, Esq.—*Physicians,* —— Thorp, Adam Hunter, James Williamson.—*Surgeons,* William Hey, —— Chorley, William Reader Cass.——*Apothecary,* Edwin Foster.—*Matron,* Miss Webster.

LYING-IN-HOSPITAL, 28, St. Petre's Square.—*President,* John Marshall, Esq.—*Treasurer,* Wm. Smith, Esq.—*Surgeons,* Wm. Price, Richard Charlesworth Battye, William Wildsmith, *Honorary secretary,* Wm. Hay—*Matron,* Mrs. Lofthouse.

PUBLIC DISPENSARY, North-Street.—*Physicians*, — Thorp, Adam Hunter, James Williamson... *Surgeons*, Joseph Prince Garlick, William Reader Cass, Charles Nelson.. *Apothecary*, John J. Ayre.

EXCISE OFFICE, Commercial Court, Briggate... *Collector* Jessey Woodward Esq. *First Clerk* Joseph Bedford. *Second Clerk*, Robert Ray. *Supervisors*, 1st district, John Marks; 2nd district, Joseph Shacklock; 3rd district, Rd. Goodhind; 4th district, George Mallison.

PHILOSOPHICAL AND LITERARY SOCIETY,—Park Row,——*Curator and Librarian*, John Hey; *Sub-Curator*, Henry Denny.

MECHANICS' INSTITUTE, Park Row.—*Secretary*, Jno. Chiesman.. *Librarian and Collector*, George Thurnell.. *Teacher of Mathematics*, Richard Cheetham.. *Teacher of Drawing*, John Brewerton.

BATHS.—Public, Wellington street, Benjamin Haigh, keeper... *Spaw-well spring*, 11, Top of Meadow lane, William Lawton, proprietor.

CLOTH HALLS.—(The names of the manufacturers attending the halls on market days may be obtained from the keepers of the halls.)——Coloured or Mixed Hall, near the Exchange, Jas. Roberts, keeper,.. Wm Crabtree, Agent to the finished mart... *White Cloth Hall*, Crown street, Susannah Webster, keeper.

GAS WORKS.. Leeds Gas Light Company, 70 York street W. C. Raper, *secretary and actuary*; George Haigh, *collector*. *New Gas Light Company*, Office Bond st. J. Alcock, Manager.

LIBRARIES (Subs.).. Law, Benson's buildings, Park row *Methodist*, Old Chapel yard, St Peter's street, M. Shann, lib. *Old Subscription*, Hunslet lane, Mary Townsend, librarian.

Aire and Calder Navigation Office, Dock basin, Dock street—William M. Maude, Auditor; J. D. Hall, Agent; Wm. Whincup, Wharfinger.

Assessed Tax Office, Hirst's Court, 155, Briggate, W. H. Collins, Surveyor.

Barracks,—Cavalry—Sheepscar, Walter Newton, Barrack master; John Macgregor, Barrack serjeant.

Bible Society's Committee Rooms, 25, Park row.

Central Market, Duncan street, Joseph Thompson, Superintendent.

Chief Constable's Office, 38, Briggate, Edward Read, Chief Constable.

Concert Rooms, Albion street.

Court House and Prison, Park row, James Lancaster, Governor.

Eye and Ear Infirmary, Kirkgate, open on *Tuesday* and *Saturday*, H. Snowdon, Treasurer; — Hay, John Hepworth, C. Nelson, Surgeons.

Guardian Asylum & Penitentiary, 48 St. James's st. M. Garrard, Matron.

Leeds and Selby Railway Office, 26, Albion street, W. Williams, Superint.

Music Hall, Albion street.

News Rooms, Exchange—Richard Brook, Keeper.

Stamp Office, Benson's buildings, Basinghall st. Wm. Wilcock, esq. Distr.

Theatre, Hunslet lane.

Vagrant Office, 11, St. Peter's square, George Hollings, Superintendent.

Workhouses,—North street—George Evers, Treasurer; John Hollings, Governor.——Hunslet-moor—Sarah Lambert, Matron.

CHAPTER V.

THE RAIL-ROAD.

THE transit of goods to and from Leeds, as might be expected from the population of the town and the manufacturing prosperity of the surrounding district, has long been immense. In remoter times, goods were generally conveyed in hampers or sacks on pack-horses, which frequently proceeded one after the other in succession to a considerable number. Carts afterwards were brought into use, and about 1750, the waggons of regular carriers from town to town were introduced. About the same time, the incalculable advantages of water carriage, began to be equally appreciated, and the canal system was justly regarded as one of the grand sources of national convenience and wealth.

However extraordinary it may seem, it is certain, that more than six hundred years ago, the river Aire was navigable. This is evident from a grant made in the reign of John, by Maurice Paganel to the burgesses of Leeds, to convey grain and all other goods by land or *by water* whenever they pleased. Now, although this trade must have been comparatively despicable, and referred to a few diminutive towns or paltry villages down the stream of the Aire to the Ouse, yet even this trade carried on by water, argues some rude navigation on the river, for which it is now almost impossible to account. So early as 1627 the importance of making such alterations in the river Calder as to make it navigable to Wakefield, was suggested to Sir T. Savile, then the great patron of the neighbourhood; but more than half a century elapsed, before any active operations were commenced. In the ninth and tenth years of William and Mary, the Aire and Calder Company was incorporated; and the Leeds and Liverpool Canal Company was incorporated considerably later, viz. by acts passed in the tenth, eleventh, and thirty-fourth years of George III. In 1769, another Canal was projected, to which, on account of the similarity of its object with that of the present Rail-Road, we must refer. In that year, Mr. James Brindley surveyed a line of navigation from the Ouse river at Selby to

the Leeds and Liverpool Canal, near the termination of the Aire and Calder navigation at Leeds. It was proposed to pass Thorpe-dam near Thorpe-Hall, Hambleton, Hillam, Burton-Salmon (where a Tunnel was to have been formed) near Fairburn, Newton, the Fire-Engines, and across the river Aire by Thwaite Mill, Hunslet, and so to Leeds, a course of twenty-three miles in length. But the opposition of the Aire and Calder Company, whose rates of tonnage were high, and of some other persons, proved fatal to the scheme when it came before parliament.

When the vast advantages which would accrue to the empire by the use of locomotive engines on rail roads had been fully ascertained by trial, it was immediately perceived that the construction of a Rail-Road from Leeds to Selby, would not only prove remunerative to the proprietors, but highly conducive to the prosperity of both these towns, and to the general convenience of the public. Accordingly a company was formed in 1829, application was made to parliament, and the requisite act received the royal assent on the first of June 1830. The act is entitled, "An Act for making a Rail-Road from the town of Leeds to the river Ouse within the parish of Selby, in the West-Riding of the County of York." The following is an abstract of the act:

The preamble states, that the making and maintaining of a railway or railways with proper works and conveniences, for the passage of waggons and other carriages, from the town of Leeds to the river Ouse at Selby, would be of great advantage to the inhabitants of the West Riding, and the merchants, ship owners, and other inhabitants of the town and port of Kingston-upon-Hull.

Proprietors incorporated by the name and style of "The Leeds and Selby Railway Company." Empowered to make the Railway, and to take lands for the same purpose.

The width of the railway between the inside edges of the rails is to be not less than four feet eight inches, and the distance between the outside edges of the rails shall not be more than five fect one inch. In crossing public roads the ledge of the railway is not to rise above nor sink below the level of the road more than one inch.

Where the railway crosses any public high road on a level, the company are to erect gates at each side of the road, such gates to be closed after any waggons have passed through.

The probable expense of making the railway will amount to the sum of £200,000; and the sum of £177,000 has been subscribed, but the whole must be subscribed before the work is commenced.

The proprietors are authorised to raise money amongst themselves for the undertaking, not exceeding £210,000, to be divided into shares of £100 each; and they may also raise an additional sum of £90,000 on the credit of the undertaking, by way of mortgage. The interest of money borrowed to be paid in preference to dividends.

The following is the rates of tonnage for goods conveyed along the railway:—

For lime, to be used as manure, dung, compost, or other manure, and for materials for the repairs of public and private roads and highways, the sum of one penny per ton per mile.

For coal, lime, limestone to be used otherwise than as manure,

coke, culm, charcoal, cinders, stone, sand, clay, fuller's earth, building, pitching, and paving stones, flags, bricks, tiles, and slates, lead, pig and old iron, the sum of three half-pence per ton per mile.

For sugar, corn, grain, flour, dyewoods, timber, staves, deals, lead, bar-iron, and other metals, the sum of twopence halfpenny per ton per mile.

For cotton and other wool, hides, drugs, manufactured goods, and for all other wares, merchandise, articles, matters, or things, the sum of threepence per ton per mile.

The following are the tolls for the conveyance of passengers or cattle on the railway :—

For every person passing in or upon any carriage for any distance not exceeding five miles, the sum of sixpence; for any distance not exceeding ten miles, the sum of one shilling; and for any distance exceeding ten miles, the sum of one shilling and sixpence.

For every horse, mule, ass, or other beast of draught or burden, and for every ox, cow, bull, or neat cattle, carried in or upon any carriage, for any distance not exceeding five miles, the sum of nine-pence, for any distance not exceeding ten miles, the sum of one shilling and sixpence; and for any distance exceeding ten miles, the sum of two shillings and sixpence.

For every calf, sheep, lamb, or pig, carried in or upon any carriage, the sum of sixpence for any distance.

The company are also authorised to carry and convey upon the said railway, all goods and merchandise offered them for that purpose, and the tolls and charges, including those above-mentioned for the entire distance of the railway, are to be as follows :—

For lime, limestone, dung, compost, and other manure, and for materials for the repairs of public and private roads, and for stone, sand, clay, building, pitching, and paving stones, tiles and slates, and for timber, staves, and deals, the sum of six shillings per ton.

For sugar, corn, grain, and flour, dyewoods, lead, iron, and other metals the sum of seven shillings per ton.

For cotton and other wool, hides, drugs, groceries, and manufactured goods, the sum of eight shillings and sixpence per ton.

For hops, tea, wines, spirits, vitriol, glass, and all other hazardous goods, the sum of ten shillings and sixpence per ton.

And for any distance short of the whole length of the said Railway, not exceeding a rateable proportion of such several sums according to the distance.

And for coal, coke, culm, charcoal, and cinders, or any part thereof, the sum of twopence halfpenny per ton per mile.

And for persons, cattle and other animals such reasonable charges as shall from time to time be determined by the said company.

A penalty is inflicted upon persons walking on the Railway, or allowing horses or cattle to be driven along it.

The act is declared to be a public act, and to be judicially taken notice of as such by all judges, justices, and others, without being specially pleaded.

Inasmuch as the Leeds and Selby Rail-Road may most justly be considered a national undertaking, and since, too, the insertion will be interesting and advantageous to the reader, we shall in this place record the names of the original subscribers, who by act of parliament were formed into the company. They were—*The Earl of Mexborough, Lord King, The Hon. Edward Robert Petre, John Atkinson, George Alder, Obadiah Brook, Richard Bramley, T. Benyon, Jun., Thos. Bruce, Thomas Davison Bland, James Brooke, William Williams Brown, John Broadley, Thomas Bell, Thomas Barkworth, John Beadle, Henry Broadley, Henry Blundell, Francis Chorley, Newman Cash, George Coulson, John Christopher*

Caukrine, Henry Duncombe, Thomas Slingsby Duncombe, Peter Ewart, Joseph Smyth Egginton, Samuel Hall Egginton, Charles Frost, Samuel Cook Frankish, Richard Oliver Gascoigne, Thomas Oliver Gascoigne, Richard Oliver Gascoigne jun, Benjamin Gott, John Gott, William Gott, William Gatliffe, Edward Grace, Stephen Gee, John Hives, William Hey, William Hey, jun. Robert Harrison, Adam Hunter, Joseph Holroyd, Stephen Todd Holroyd, Thomas Hirst, John Hernaman, John Holmes, Francis Hall jun., Benjamin Horner, William Jarratt, Edward Knowlesley, Richard Leonard Lee, John Levett, Henry Levett, Thomas Loft, George Liddell, H. C. Marshall, John Marshall jun., James Garth Marshall, Samuel Maccgerison, James Nelson, William Newman, James Ogle, Samuel Ogle, Thomas Benson Pease, Thomas Phillips, John Pollard, John Pearson, Thomas Proctor, John Cowham Parker, Mary Robinson, Richard Ripley, Thomas Robinson, George Rudstone, William Richardson, Jane Riddell, William Sheepshanks, Thomas W. Stansfeld, George Silvertop, Samuel Smith, William Staniland, John Smith, Isaac Spencer, Joseph Sykes, Avison Terry, John Terry, Richard Tottie, Matthew Thomas Trigg, George Hamilton Thompson, Thomas Topping, Thomas Thompson, William Titley jun., G. M. Tatham, Thomas Everard Upton, George Vincent jun., John Wilson, Charles Weddall, Charles Whitaker, John Wormald, Benjamin Walker, Thomas Ward, and John Yewdall.

The Rail-Road sets out from the upper end of Marsh-Lane, one of the most unpleasant and dirty, but likely soon to become one of the most improving parts of the town of Leeds. The company's warehouses are admirably arranged, they are vastly extensive, and afford every possible convenience for the reception and transmission of passengers and goods. The prodigious embankments upon which the Rail-Road is conducted from the Tunnel, will excite the admiration of the visitor.

The Rail-Road itself now demands attention. It has been constructed under the superintendence of Messrs. Walker and Burges of London, civil engineers; and it may without any hesitation be pronounced to be one of the very best works of the kind in the world. Two lines of rail-road are laid down, the rails on each line are 4 feet 8 inches apart, and the two lines are 6 feet 6 inches from each other, so as to allow the transit of horses between them. It is to be observed that the lines on the Manchester and Liverpool Rail-Road, are only four feet and ten and three-quarters inches apart. The rails are fastened into iron chairs which are plugged into heavy blocks of stone at the distance of three feet, and to prevent the loosening of the chair by the shaking of the rails, a sheet of Barrodailes' composition of felt is bedded between the chair and the stone. The road is formed by a bed of stone broken small, as on Macadamised roads, and

two feet thick. The length of the whole Rail-Road is about twenty miles—three miles of the way is on a dead level—seven miles on an inclined plane of one in one thousand—and the other inclined planes are so gentle in slope as to be nearly imperceptible to the naked eye. Messrs. Nowell and Sons of Dewsbury are contractors for the first two miles of the Rail-Road, including the Tunnel, and Messrs. Hamer and Pratt of Goole for the remaining eighteen miles.

THE TUNNEL.

Almost immediately after leaving the starting place, the traveller arrives at the Tunnel. This stupendous work is seven hundred yards in length, and the deepest part of it is seventy feet from the surface of the ground to the level of the Rail-Road. One-third of the excavation is through rock, and the remainder through shale and coal measures. The materials derived from the rock have been used for the foundations of the middle part of the Rail Road. The Tunnel was excavated from five different points—one at each extremity, and from three shafts sunk to the proper level at intermediate distances. An excavation of one hundred and sixty yards in length, retained by a strong wall of excellent masonry rusticated, precedes the actual entrance into the Tunnel. This entrance is by a handsome stone archway built with large

stones, and admirably appropriated to its purpose. The whole affair does high honour to the engineers, and exhibits a striking instance of the triumph of science. The Tunnel is twenty-two feet wide at the springing line of the arch, and nineteen feet high from the invert to the top of the arch; from the level of the Rail-Road to the top of the arch is seventeen feet. It is walled and arched with brick throughout. There are generally two courses of bricks placed length ways so as to make the thickness of the arch twenty inches, and where the shale or earth is at all loose, there are three courses of brick. The bricks are of superior quality, and they are carefully cemented with mortar in which volcanic matter is mixed, and which soon becomes as hard and as tenacious as the brick itself. The walls are not perpendicular, but form a slight concave curve, so that the Tunnel is wider at the springing line of the arch than at the level of the road. The object of this mode of construction is to give strength to the whole mass of brickwork, and to preclude the possibility of the superincumbent earth forcing in the walls. The work is still further strengthened by an inverted arch of brick, passing under the Rail-Road from wall to wall, whenever the excavation is through earth or shale. The proper consideration of this fact will enable the reader to form some adequate estimation of

the stupendous nature of the work. The Tunnel is sufficiently and very ingeniously lighted.

The change produced by the transit through the Tunnel is extraordinary, and as pleasing as it is extraordinary. The traveller leaves behind him a region where the smoke of countless factories pollutes the atmosphere, and ascends to the skies, and he enters upon a scene where no such contamination affects his organs, where the whole population is agricultural, and where rural tranquility and peace are never invaded and destroyed by the confusion and bustle of manufacturing industry.

The prospect on emerging from the Tunnel is very fine, embracing the beautiful valley of the Aire, the waving woods of TEMPLE NEWSAM, and the pleasing plantations of KILLINGBECK. The embankment upon which the Rail-Road is carried from the mouth of the Tunnel across the valley to the opposite hill of HALTON, is a very stupendous work, and will excite the admiration of the traveller. The arch upon which it crosses the road to Ferrybridge, is an excellent specimen of workmanship, and the immense buttresses and stonework which support the embankment, constitute an astonishing display of human industry and art.

A little to the right of the road towards the

village of Halton stands a small manufactory, concerning which the following curious and interesting particulars are given by the *Commercial Annalist*.—Parliament granted £5,000 to Messrs. James Berkenhout and Thomas Clarke, of Halton, near Leeds, on condition that they should make known to the public their newly-discovered method of dying linen and cotton cloth, in scarlet, crimson, and other colours variegated; but though the secret was attempted to be divulged, no hues could ever be produced like the first specimens, which in all probability were the effect of accident rather than skill, as had been the case eight years before at Barnard-Castle, where a dyer's boiling kettles were in 1771 suddenly inundated by the overflowing of the Tees, which struck such a beautiful shade upon the cloth then in process, that it sold in London at a greatly advanced price, and orders poured in for more of the same hue, which the poor dyer could never again produce, the Genius of the river not deigning to pay him another visit.

Mr. Berkenhout was the descendant of a Dutch merchant who settled at Leeds. A descendant of his partner, Mr. Peter Clarke, lately occupied the White-Bridge Mill, at Halton, where he manufactured bunting for ships' colours, and where the first *power loom* in England, was at work long before the public became acquainted with the steam power-looms of the present day.

The village of HALTON, which the Rail-Road leaves a little to the right, derived its name (the Holy Town) from a singular event which is thus described by the venerable Bede, who tells us that "that when the King's (i. e. one of the Kings of Northumbria's) palace and church at Allmanbury were burnt by the pagans, the altar was brought to the Sylva Elmeta, the wood in Elmete," where it was preserved in his days, and where there was a religious house.

The House, the woods, and the small park at KILLINGBECK, form a beautiful object to the left of the Rail-Road, in approaching Halton.

A little to the left beyond Halton, is seen the rural village of SEACROFT. Near this place, in 655, was fought a great battle between the Northumbrians and the Mercians, in which the latter were defeated with great slaughter, and Pewda their veteran and sanguinary monarch was slain.

Near WHITKIRK or WHITCHURCH, the Rail Road passes the line of the Roman Road from Legeolium (Castleford) to Olicana (Ilkley.) This line of road is distinctly traceable to Addle.

The name of Whitchurch is derived from the erection of a church* of White Stone in the place of a much earlier one of wood, disclosured no doubt by exposure to the atmosphere in so bleak a situation. The church itself is placed on the most com-

* In this church are deposited the remains of the celebrated *Smeaton*, who constructed Eddystone Lighthouse.

manding site occupied by any similar edifice in the district; it is built on the summit of a lofty hill, and is a prominent landmark from an immense distance in every direction.

By far the most interesting object in this vicinity is TEMPLE NEWSAM, whose magnificent woods are seen in every direction around. Of this place Gough says—"From Leeds, the Aire passed by Temple Newsam, anciently Nehus or Newbiggin, where a preceptory of Knights Templars was founded in the Time of Henry III." To this powerful and renowned body, it was given by William de Villers, contemporary with Roger Archbishop of York, who died 1181. Upon the dissolution of this formidable order, Temple Newsam was granted in the second year of Edward III, to Sir John Darcy and his heirs male. In the possession of this family it remained until the reign of Henry VIII. At that period, Thomas Lord Darcy, having taken an active part in "the Pilgrimage of Grace," was attainted, and his estate was forfeited to the crown. In the crown, however, it did not long continue, for it was granted to Matthew, Earl of Lennox who was a resident of this place when his son Henry Lord Darnley was born. That son, who was the husband of one of the most beautiful women that ever lived, and the victim of one of the foulest crimes that ever was perpetrated—that son who

was the founder of a race of princes the most infatuated and the most unfortunate described in the page of history, distinguished both by their calamities and their crimes, and the last of whom, like his fathers, died a fugitive and an exile in a foreign land. In the reign of James I. the manor of Temple Newsam was sold to Sir Arthur Ingram, the son of a citizen of London, who had elevated himself to opulence by his commercial industry and enterprise; and the same Sir Arthur erected the present magnificent mansion. The house at Temple Newsam is built of brick, it forms the figure of a Roman H, or rather consists of three sides of a large quadrangle. The age of the first Stuarts was characterised by quaintness, and one striking proof of this defect in taste is furnished in this edifice. The roof is surmounted with a battlement composed of capital letters in stonework, with this inscription, "All Glory and Praise be given to God the Father, the Son, and Holy Ghost on High; Peace be upon Earth, good will towards Men, honour and true allegiance to our gracious King, loving affections amongst his subjects, health and Plenty within this House." The external appearance of the building, though not uniform, is very imposing; its deep and embayed windows are distinctive of the age in which it was constructed; splendid convenience and domestic comfort form

the character of its internal arrangements; its gallery, which contains a fine collection of paintings by the most eminent masters, is one hundred and nineteen feet long and above twenty wide; and the whole fabric constitutes a truly noble residence. The park around the house is extensive, it is shaded by venerable and magnificent woods, the walk on the southern declivity of the hill between gigantic trees is very fine, the situation is truly beautiful, and the prospect would be exquisitely lovely did not the smoke of Leeds, especially with a western wind, so generally obscure the horizon. The property here was left by the late Marchioness of Hertford, daughter of Charles tenth Lord Irwine, to the eldest surviving sister, in whose possession it still remains.

WHITKIRK was undoubtedly a considerable village in former times, about the time of Henry IV. it was the scene of a busy annual fair; it has now dwindled away to a mere hamlet, in which there are a few respectable houses.

The excavation for the Rail-Road between Whitkirk and Seacroft, is an astonishing work of of human labour, and deserves the admiration of the traveller. With the single exception of the Tunnel, this part of the road has demanded the greatest exertion, and has cost the most money.

The Rail-Road a little below Whitkirk passes

through a small portion of one of the most interesting parishes in this part of the country—the parish of BARWICK-IN-ELMET. This parish is interesting because it contains the most stupendous relic of Saxon antiquity in the kingdom. Camden informs us, that in his day, these remains "were said to have been anciently a royal vill of the Northumbrian kings, which appears by the ruins to have been surrounded by walls." The reasoning by which Dr. Whitaker proves, that these are the remains, not of a vast granary of the Northumbrian kings, but of a royal residence itself, is highly satisfactory. This vast and truly wonderful fortification includes an area of thirteen acres; its circumference is nearly half a mile; and it consists of an irregular ellipse, with a keep separated from the body of the place by a ditch at one of the extremities. The mount of the keep is called Hall Tower Hill, probably from the fact that a manor house was erected upon it in a subsequent age. In the name which is still given to this fortification, Wendel Hill, the learned antiquary just quoted, thinks that he has discovered the name of Edwin, the greatest of the Northumbrian kings, who was defeated and killed by the Penda and the Mercians. It appears probable to the writer of this work, that this great fortification, after the battle which decided the fate of Edwin, was taken by the ruthless

invaders, that it was captured after a desperate struggle, and that it was never afterwards occupied. That a most sanguinary contest took place on the spot, is evinced by a large quantity of human bones found some years since on the outside of the trench; but no particulars can be gleaned from history, sufficiently decisive to identify the event with any fact recorded in Saxon annals.

The Rail-Road after leaving this interesting parish traverses the GARFORTHS—we say the *Garforths* because there are three places which bear the names —Church-Garforth, Moor-Garforth, and West-Garforth. In none of these places is there any thing whatever worthy of notice. The benefice of Garforth is a rectory valued in the Liber Regis at £8. 17*s*. 8½. The Church, dedicated to St. Mary, is a neat edifice, with a tower at the west end.

The beautiful estate of PARLINGTON will demand the particular attention of the traveller. This has long been the seat of a branch of the ancient family of Gascoigne of Gawthorpe, the baronetage of which became extinct on the death of the late Sir Thomas Gascoigne, when Richard Oliver, Esq. of Parlington, succeeded him in his estates, and in compliance with his will, assumed the name of Gascoigne. A few years ago, a descendant of the ancient family of the Hungates, attempted to gain possession of these estates, to which he laid claim as the rightful heir.

The trial excited intense interest through the county of York, and in fact through the whole kingdom. It terminated in favour of the present possessors.

This may be the proper place to remark, that the opportunity of carriage afforded by the Rail-Road, is likely to impart immense additional value to the coal-pits and stone-quarries on its line; while, at the same time, the pits and the quarries are also likely in return materially to increase the annual revenue of the Rail-Road. The first collieries on the line of the Rail-Road, travelling from Leeds, are those at OSMUNDTHORPE—the next are the very extensive and excellent works at MANSTON, belonging to Samuel Wilkes Waud, Esq. The bed of coal at this place is very extensive, its quality is excellent, the supply is easily accessible, and the public spirit and liberality of the proprietor are too well known to require description. The coal works belonging to Richard Oliver Gascoigne, Esq. and those belonging to Thomas Davison Bland, Esq. are of a similar character, and their management merits a similar encomium.

The coal-field in this neighbourhood is very extensive. Mr. Gascoigne has pits at Sturton and Garforth. The Sturton Coal, which has not long been worked, is adapted for domestic use; the Garforth for manufactories. The Manston collieries produce the same kind of coal as is obtained

at Sturton. The Manston and Sturton coal is extensively used for domestic purposes. Its price at the pits is 12s. per waggon—viz., 5s. 4d. per chaldron. The price of the Garforth coal is 10s. per waggon, or about 4s. 5d. per chaldron.

The stone-quarries are very numerous, and in some of them the quality of the stone is excellent. The quarries at HUDDLESTONE contains some of the very best material of the kind in the country. York Minster and Trinity Church in Leeds are monuments both of its capability for ornament, and of its durability; and it is deservedly in the highest repute in remote provinces of the kingdom. By the Rail-Road abundant opportunity will be afforded for the exportation of this stone, and thus the public works of the empire will be materially benefitted.

It is understood, that the best understanding exists between the directors of the Rail-Road and the proprietors of the collieries and quarries, and that such an arrangement will be made as will be equally beneficial to every party concerned. It must be stated in concluding this statement, that at the time of the opening of the Rail-Road, it was understood, that while loco-motive steam-engine power was to be used in the conveyance of passengers and merchandise, horse power was to be resorted to for the transport of minerals and other

heavy articles, solely under the direction of the Company's servants. Such an admixture of power will soon be found to be intolerable.

The Rail-Road here crosses the Great North Road near the town of ABERFORD, which is environed with a fertile and highly cultivated country. The town of Aberford is eleven miles from Leeds, its population is very limited. It has a market on Wednesdays, and fairs on the last Mondays in April and May, and the first Monday in October, on the first Monday after St. Luke's, and on the first Monday after All Saints. The town is situated on the great north road, and is consequently the scene of considerable bustle at the season for the transit of the great families of the north. The market at Aberford is almost discontinued. Near the town, but considerably out of the line of the Rail-Road, is the little river Cock, so celebrated in history, because of the blood which copiously flowed down its bed, after the battle of Towton, the English Pharsalia, in 1461, when the power and the fortune of the Lancastrians disappeared before the energy and valour of Edward IV.

A little to the north of the Rail-Road, is a farm house, at the commencement and middle of the last century, a public house, known by the name of the Black Horse, which is said to have been the retreat of the notorious highwayman Nevison, and

at which he baited his favourite mare, on his expeditious journey between London and York. This animal was afterwards in the possession of the Gascoignes of Parlington.

The prospect from the Rail-Road, a little distance from Aberford, is one of the richest, most various, and extensive in the kingdom. The eye stretches over the great basin of the Ouse in its passage to the Humber, bounded by the distant range of the Wolds, and afar in the north by the Hambleton Hills—amidst the wide and magnificent expanse, the towers of York Cathedral form a permanent object in the landscape, while the luxuriant woods, and golden corn-fields, and verdant meadows, melt away in softened beauty in the distance. It is of this scene that Old Fuller in his Worthies of England, says, in the quaint but expressive language of his time.

"Most true it is, that when King Henry the Eighth, anno 1548, made his Progress to York, Dr. Tonstal Bishop of Durham, then attending on him, shewed the King a Valley, (being then some few miles North of Doncaster,) which the Bishop avowed to be the richest that ever he found in all his travails through Europe. For within ten miles of Hasselwood, the seat of the Vavasors, there were, 165 Manor Houses of Lords, Knights, and Gentlemen of the best quality.

275 Several Woods, whereof some of them contain five hundred Acres.

32 Parks and Chases of Deer.

120 Rivers and Brooks, whereof five be navigable, well stored with Salmon and other Fish.

76 Water-Mills, for the grinding of Corn, on the aforesaid Rivers.

25 Cole-Mines, which yield abundance of Fuell for the whole Country.

3 Forges for the making of Iron, and stone enough for the same.

And within the same limits as much sport and pleasure for Hunting, Hawking, Fishing, and Fowling, as in any place in England besides."

We must not omit to mention, that in this parish the Rail-Road crosses the line of the Roman Road known to antiquaries by the name of Watling-Street, proceeding from Danum (Doncaster) to Calcaria (Tadcaster).

The traveller next proceeds through part of the parish of SHERBURN. The little town thus called, derived its name from the clear and beautiful though diminutive stream upon which it is situated. In this parish the Rail-Road passes by the site of an ancient palace of the Saxon King Athelstan, and of another of the Archbishop of York; of neither does a single vestige now remain.

The Rail-Road also traverses here the scene of a

smart battle which was fought October 15th, 1645, between the forces of the King and the Parliament, in which Sir Richard Hutton, Sir Francis Carnaby, and several other royal officers were slain.

Visitors will perceive as they pass this neighbourhood, the plum-trees which bear that particular species of fruit, called winesours, and in such high request for preserving.

In approaching SELBY the reader will not fail to be pleased by the contemplation of the only two hills in the vicinity. The first in approaching Selby from Leeds is called HAMBLETON-HOUGH, at the foot of which are the house and grounds of Humphrey Osbaldeston, Esq. The church immediately adjoining, was finished and consecrated by the Archbishop of York, Monday Sept. 5, 1825, and is an exceedingly neat and commodious structure. The expense of the building, with the provision for the minister, is solely defrayed by Mr. Osbaldeston. The second hill is called BRAYTON-BARFF, on the summit of which is a pool of water which is seldom or ever known to be dry, and tradition informs us, that such was the credulity of former ages, that any person visiting this spot without throwing a pin into the water, would certainly be afflicted with the itch. From this eminence in either direction, the eye uninterruptedly surveys

an immense tract of beautiful and diversified country, and a view of the towers of York minster, with not less than twelve other churches in the surrounding district adds to the beauty of the scene.

On a nearer approach to Selby is seen the rural village of BRAYTON. The church* is of a most ancient date, and its interior records the names of many of noble lineage. Its neat and lofty spire, rising amongst the thick foilage, forms a pleasing object for many miles in the surrounding district.

The Rail-Road was partially opened to the public on Monday, September 22nd, 1834. By six o'clock in the morning of that day more than twenty thousand persons were collected between Leeds and the village of Halton, and considerable

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* The following curious entry appears in one of the church registers. "Oh, ye Posterity! Ye will hear with painful minds the situation of your Ancestors, who were contemporaries with these lines; the Spectators of Dismal Scenes—The awful Denunciations of France are every day echoed upon our Shores, every succeeding day is expected as the moment of visitation, when our avowed Enemies with their Enthusiastic Vengeance, intend to spread Desolation over this Happy Isle; but what a Noble Consolation! The whole Country, as the Valiant Protectors of the Soil, are in Volunteer array, ardently wishing for the appearence of the Corsican Spoiler, an exertion of Patriotic and Military Valor unknown to the pages of British History. The Beacon behind the Barff is attended constantly, to alarm the Country when the Enemy appears.

25th December, 1803. J. TURNER, Minister."

numbers assembled on different points of view along the whole length of the line. One hundred and sixty passengers in three first-class carriages and four open carriages, were attached to the locomotive steam-engine, the *Nelson*; but in consequence of the axles of the engine being too large, some delay was experienced at starting, and the consequence was, that it was nearly nine o'clock before the train reached Selby. The inhabitants of that town displayed every token of exultation at an event so auspicious to their interests, and received their visitors with general acclamations, the firing of cannon, and the waving of banners. The train started from Selby at about a quarter-past eleven, and arrived in Leeds at twenty-seven minutes after twelve, performing the journey in one hour and four minutes, exclusive of nine minutes of stoppages.

A laughable circumstance was witnessed as the train proceeded on its way. The cattle in the fields, after gazing with evident astonishment at the unprecedented sight which saluted their visual organs, universally galloped away in panic fear; while the horses, whose labours the road is designed so materially to diminish, generally gazed with great sedateness on the scene.

When the travelling recommenced on Tuesday, the journey to and from Selby was performed in about an hour and five minutes. In the

afternoon of Tuesday, the carriages made their first afternoon trip to Selby. The applicants for places were more numerous than the carriages were capable of accommodating, and a great number were disappointed of their anticipated pleasure. At about half-past two the train left the yard of the Rail-Road, and moved on in fine order, at the rate of twenty miles per hour. This speed subsided for a short time to about fifteen miles per hour, and again increased to the former pace.

In the four first days, seven hundred and seventy-nine persons travelled to Selby from Leeds, and seven hundred and forty-one to Leeds from Selby. The receipts from passengers in the course of those days amounted to one hundred and seventy-eight pounds.

There are five places at which the trains stop, to take up and set down passengers from Leeds to Selby, they are with the fares as follows :—

	FIRST CLASS.	SECOND CLASS.
Cross Gates	One Shilling	Sixpence
Garforth	One & Sixpence	One Shilling
Roman Road and Micklefield	Two Shillings	One Shilling
Millford.....	Two & Sixpence	One & Sixpence
Hambleton.....	Three Shillings	Two Shillings

From Selby to Leeds the fares are :—

	FIRST CLASS.	SECOND CLASS.
Hambleton.....	One Shilling	Sixpence
Millford & Micklefield.....	Two Shillings	One Shilling
Roman Road and Garforth	Two & Sixpence	One & Sixpence
Cross Gates,.....	Three Shillings	Two Shillings

The transactions on this occasion, however auspicious they may have been, by no means constituted the actual opening of the Rail-Road. Only one line of rail was opened and passengers alone were conveyed. It was announced, that some months would elapse before the actual opening would take place for the transit of merchandise and minerals.

The following observations from the pen of a director appeared in one of the Leeds newspapers on the Saturday after the opening.—"The opening of the Leeds and Selby Rail-Road presents a fit opportunity for taking a brief retrospect of this great public undertaking. As we have already said, the the act was obtained in the session of parliament of 1830, and the royal assent on the first of June, in that year. The works were commenced nominally on the first of October but really not till the beginning of the year 1831. The estimated cost of the undertaking was £210,000, and the time originally fixed for the opening of the Railway was the summer of 1833. The original directors were :—

The Hon. E. R. Petre
R. O. Gascoigne, Esq.
T. D. Bland, Esq.
John Wilson, Esq.
John Broadley, Esq.
J. C. Parker, Esq.
James Audus, Esq.
J. Scholefield, Esq.
Benjamin Gott, Esq.
J. Marshall, Jun. Esq.
Ed. Baines, Esq. and
H. Harrison, Esq.

Mr. Scholefield having declined to act and Mr. R. O. Gascoigne having resigned, the names of Samuel W. Waud, Esq. and Thomas O. Gascoigne, Esq., were added to the directorship in their stead, and at a subsequent period at the demise of Mr. Broadley, Edward Grace, Esq. was elected. The whole length of the line from Leeds to Selby is nineteen miles and seven furlongs; and the only tunnel, which is at Richmond Hill, near the Leeds termination, is about seven hundred yards. The work has been executed under the direction of Messrs. Walker and Burges, of London, the engineers, and Mr. Dyson, the resident engineer, who having resigned his situation in 1833, was succeeded in that office by Mr. Geo. Smith, the gentleman at present employed in that department: Messrs. Nowell & Sons, of Dewsbury, have been the contractors for the two first miles from Leeds, including the tunnel; and Messrs. Hamer and Pratt, of Goole, for the remaining seventeen miles and seven furlongs, to Selby, including the great embankments at Halton and Millford.

At one time an expectation existed that the termination of the Rail-Road might have been in School-Close in Leeds, from an arrangement with the projectors of the Leeds and Bradford Railway, and the necessity for constructing a tunnel in that case avoided; but that measure having failed in

parliament, the original design of terminating at the present Leeds depot was resumed. This depot is very spacious, comprehending from three to four acres of land. The effect has been, by the removal of a great number of dilapidated cottages, and by widening the street in front of the depot, to improve the entrance into Leeds from York, but it is still very ineligible, and stands in need of much further improvement.

The depot at Selby comprehends an area of upwards of three acres, and the warehouses and jetties at that place are well calculated for giving facilities and accommodation to the passengers, and to the merchandise and minerals that are to be shipped and transhipped at this port.

The large shed warehouse into which the carriages run, is 245 feet long by 96 feet wide, and into it there are six lines of railway; the two centre lines for the passengers' carriages terminate near the middle of the building, where are affixed two turn-plates, for the purpose of passing the engines and carriages from one line to the other; the other four lines run through to the jetties by the water-side. The roof of the building is supported by cast-iron pillars, 19 feet 6 inches high, through which the water from the roof falls into drains, and is thence conducted into a reservoir, constructed for the supply of water for the

loco-motive engines. The building is lighted from the roof, and is altogether admirably adapted for the purpose for which it is intended. The spacious and commodious booking-offices open into the warehouse, and the whole is well lighted with gas.

The jetties are separately arranged for the convenience of shipping and reshipping the passengers, merchandise, coals, stones, &c. and are of great strength. The front piles on which they are formed are driven 25 feet into the bed of the river, connected with other tiers of piles, and the whole is tied by massive iron bolts to oak piles 20 feet long, which are driven into a bed of clay 120 feet from the front of the jetties.

Originally it was intended to have only two lines of rail-road, and two only have been formed; but land has been purchased for the construction of two others when that increase may be found necessary.

With respect to the discrepancy between the original estimate of the cost of the works, which amounted to £210,000, and the actual expense which may be taken in round numbers at £300,000, it is due to the engineers to state the matters thus:—

Original estimate, ...	£210,000
Excess in purchases and compensation beyond estimate, ..	£25,000
Coaches, waggons, and engines not included in the estimate ..	£12,000

Widening a space between the two ways for increased security, and extending the bridges for four lines of way, ... £9,000

Enlarging the depot and warehouse accommodation at Leeds and Selby, £16,000

By which additions the total cost of the works is brought within £28,000 of the original estimate. And this excess is chiefly, if not entirely to be attributed to the use of the Bramley-Fall stone, in blocks and bridges, for which stone was expected to be found in the line, and to the broken ground in the tunnel, where exhausted coal-pits were unexpectedly found. The directors in their reports have frequently expressed their marked approbation of the manner in which the work has been executed; and scientific and practical men, both English and foreign, have expressed their approbation of the skill and science with which difficulties have been overcome, and of the substantial and excellent workmanship of the railways, embankments, and the bridges, which vie with each other in their elegance and permanency, and which serve as models for similar works both in this and foreign countries."

☞ The entire arrangements of the Company, the times of the starting of the Trains, with the Agents, &c. will be found at the end of the work.

CHAPTER VI.

SELBY.

RULY beautiful is the situation of Selby, on the banks of a deep and navigable river—surrounded with a country of luxuriant fertility, and of every variety of meadow, and pasture, and cornfield and woodland, with no vast volumes of smoky vapour polluting the purity of the atmosphere, and deforming the loveliness of the scene. The vicinity of Selby is emphatically rural, the walks are

delightful, and there are some particular points of view which will excite in every contemplative mind the pleasing ideas of tranquillity and repose. Perhaps the best view of Selby is from the bridge over the canal on the old road to Doncaster; from this spot the buildings appear grouped in picturesque masses, and the venerable Abbey Church, towering over the circumjacent houses, is seen to the best advantage.

The Rail-Road is likely to be productive of the most advantageous results to the town of Selby, and every class of its population is likely to feel the consequences of the change. More than eleven years since, the project was seriously entertained; and in the *Leeds Mercury* of January 16th, 1823, its accomplishment was strenuously recommended by a writer who subscribed himself "Mercator." The public were not prepared for the proposition, which the majority no doubt supposed was visionary and extravagant in the extreme; and it was not until the present undertaking was actually commenced, that the inhabitants of Selby had any hope of the completion of the change.

Because the town is now likely to be visited by a greater number of strangers than at any former period we shall endeavour to present to our readers the most satisfactory accounts we can collect of its past history, and the actual state of its existing institutions.

This neat and flourishing town, is generally supposed to be built upon the site of a place originating with the Romans, and called Salebeia. No authentic accounts can, however, be obtained of its foundation, nor of its condition in the ages anterior to the Norman conquest. It appears to the writer of these pages, that Selby was most probably built by the Saxons, on a Roman site, from which it derived its name. It is a remarkable, and in fact, an unaccountable circumstance, that Selby is no where mentioned in Doomsday-Book, nor after a minutely diligent search, has the writer been able to detect the remotest implication of its existence at that period. It is consequently to be supposed, that immediately prior to the Conquest, the town and its vicinity had been utterly desolated by the Danes, who so often made the Humber and the Ouse, the means of conducting them to their prey.

Whatever Selby may have been prior to the Norman invaison, the germ of its future prosperity was indubitably laid by William the Conqueror himself. This sanguinary and cruel monarch, who, under the influence of his vindictive passions, transformed the greatest portion of Yorkshire and Durham into a depopulated desert, bestowed upon Selby the most distinguished demonstrations of his attachment and care. In 1069 he founded, what was long the principal ornament and glory of

Selby—its Abbey for monks of the order of St. Benedict, dedicated to the honour of St. Mary and St. Germanus, who suppressed the Pelagian heresy. In 1070, William came to Selby, personally to superintend the endowment of his new ecclesiastical foundation, and in this town his queen was delivered of her youngest son, prince Henry, afterwards surnamed Beauclerk, and King of England. The abbey of Selby thus founded under these auspices, was endowed by succeeding princes with honourable and important privileges, as well as adorned with spacious and magnificent buildings. In the popedom of Alexander II. the abbot and his successors for ever, were honoured with the privilege of using the ring, the mitre, the pastoral staff, the dalmatic coat, the gloves, and the sandals—and with the prerogatives of blessing the palls of the altar, and other ecclesiastical ornaments, and of conferring the first tonsures. At this period too, the abbey appears to have enjoyed as high a reputation at home as abroad—for in 1308 all the preceding privileges were confirmed by William Greenfield Archbishop of York, and by his dean and chapter. The eminent honour of this ecclesiastical institution at this period, may be ascertained from the fact, that the abbot of Selby and his brother of St. Mary's at York, were the only two mitred abbots in England north of the

Trent. Selby in those days, must have presented a very different appearance to what it does now—cowled monks and luxurious ecclesiastics lounging about its environs, instead of men devoted to honourable industry, and to the advantage of their fellow creatures.

In the fullness of its opulence, luxury, and reputation, this abbey flourished, until the Reformation aroused the dormant faculties of the human intellect, and spread the lustre of knowledge, and the light of civil and religious liberty over the gloom of ignorance and intolerance. Robert de Selby, the last abbot, surrendered the monastery in the 30th of Henry VIII. 1539. And from that fatal hour, its glory was extinguished. Two years after its surrender, it was granted to Sir Ralph Sadler, Knight, in consideration of seven hundred and thirty-six pounds, and a rent of three pounds ten shillings and eight-pence per annum. It ought at the same time to be mentioned, that at the dissolution, the revenues, according to Dugdale amounted to upwards of seven hundred and twenty-nine pounds, and according to Speed, to upwards of eight hundred and nineteen pounds. Soon after Sir Ralph Sadler entered into possession, the site of the abbey, the little park and the manor of Selby with its appurtenances, were alienated to Leonard Beckwith and his heirs. By

marriage with the heiress of the Walmsley's of Dunaclaigh in Lancashire, these possessions came into the family of the Petre's, with whom they still remain. Of the history of the abbey, it would be easy to multiply particulars, but this our limits positively forbid.

The abbey of Selby was situated on the west side of the river, and the principal buildings were on the west and south side of the church. The barn and the granary are the only parts of the subsidiary buildings which remain. Thirty years ago, the great gateway was pulled down. The court-house of the abbot was over the gateway, and there were two rooms on the sides for the jury and the witnesses. The porter's lodge and a room to serve the poor, were situated on each side of the gate. Henry I. is said to have been born in a room now dismantled, at the south-west corner of the church.

It is a curious fact, mentioned by Mountain, in his strange *History of Selby*, that "the parish church in which service was performed before the dissolution of monasteries, was situated on the north-east side of the ferry." We have been able to ascertain its site with tolerable certainty.

THE ABBEY CHURCH, now the parish church, is one of the most interesting buildings in the county of York, and in fact in the kingdom—interesting, not only because of its magnitude and

beauty, but also because of the different styles of architecture which it displays. The choir is the most modern, and the nave is the most ancient, part of the structure. Its entire length is two hundred and sixty-seven feet—its breadth is fifty feet, and the length of the transept is one hundred feet. The east and the west ends are of equal distance from the pillars supporting the tower. What that tower was, it is impossible now to ascertain, since on the thirteenth of March 1690, at six o'clock in the morning, it fell, and by its fall destroyed part of the roof and interior of the church. The traces of this calamity are still very evident.

The western front is distinguished by its simplicity, and at the same time by its magnificence. A writer in the *Gentleman's Magazine*, who visited this abbey nearly twenty years ago, has given the following very just and expressive description of this part of the edifice. He says, "The proportions and decoration of this front merit remark from their singularity and elegance. It appears to have been the original intention of the architect to place two towers on this front; not only from the external preparations made for such a work, but by the massive piers now remaining internally. The design was never carried into execution, but the angles terminate with lofty and well-proportioned pinnacles. The entrance is by a large richly

ornamented Norman doorway. The ornaments are chevrons, double chevrons, and enriched and angular fret-work, &c. supported on each side by six columns with simply ornamented capitals. The triple arches above the doorway, are in the pointed style, and the decorations partake in character, like many found on the north and west doorways and internal parts of the church. The centre arch forms the west window, being considerably wider than those at the sides, and filled with tracery. The walls of the nave and north transept are Norman, though few arches and ornaments now remain on the exterior of that character, being mostly replaced by windows, &c. in the pointed style at different periods. The most striking feature on the north side of the nave is the porch, in that mixed style which prevailed soon after the formation of the pointed arch, having circular and pointed arches indiscriminately introduced, composed of the same mouldings. Under it is a Norman doorway, less enriched, having only four mouldings, but more elegantly proportioned than that at the west end."

The supposition of this writer relative to the towers of the west front, is fully confirmed by Burton. He says—"To me it seems evident, that it was intended to have three towers, a large one in the middle of the church and two smaller ones

at the west end. This seems to have been the intention of the thickness of that wall, and the bulk of the two first pillars within the church, which are nearly of the same form and diameter with those supporting the great tower, between which and those at the west end, are six pairs of pillars of four different diameters and forms, but those of the choir are of one sort or style."

When the visitor leaves the simple and massy nave and enters the choir, he finds himself in a building of a much later and more decorated style. The choir is in fact one of the finest examples of the pointed mode of building, which perhaps existed in the highest state of its perfection in the reign of Edward III. It will be almost unnecessary to direct observation to the elegance of the proportions and the rich disposal of the ornaments, constituting, according to the opinion of the author we have just quoted, "one of the most chaste and magnificent designs in the kingdom." It is to be regretted, that the tower stated in the parish records to have been built so late as the commencement of the last century, (1702) does not correspond with the rest of the abbey.

The interior of the nave is divided from the aisles by eight circular arches, resting on circular and enriched columns, and the archivolts adorned with chevrons. Two stories of open gallery are

above the arches; the arches of the first are of the same span as the principal arch below; and the pointed arches of the second story open to the nave. The choir is divided from the aisles by seven pointed arches resting on beautiful clustered columns, and the whole of the blank wall is adorned with statues. The wooden roof is most exquisitely carved and finished with representations of the seasons, &c. The east window is pre-eminently beautiful, and whoever sees it will fully accord in the opinion, that the proportions of all its parts, the beauty of its tracery, and the slender lofty mullions, unsupported by transoms, cannot be exceeded.

The following is a description of the splendid painted glass, which formerly constituted this window, but which has since been so shattered as to present very few vestiges of its ancient brilliance. "There were" says Dr. Johnstone "seven partitions, and in every row eight pictures, each habited according to its degree, and branches prettily designed to every one, to shew their succession. The middle partition is bordered with crowns, and the two partitions on each side, with lions passant; the two next on each side with squirrels upon filbert branches, the two outermost with chalices *arg.* or rather *or*; in the middle above is the crucifixion. In two places are the crowns of England, and in another, angels and naked penitentaries."

On the south side of the choir is the chapter-house, and the vestry is a very commodious apartment of an earlier date than the choir. In the choir are still remaining the priests' seats or stalls, which correspond with the prebendal stalls in the Cathedral at York, and in some of the chapels in the Universities. The altar is covered with a beautiful pall, which together with the splendid books upon it for the use of the officiating clergy, were given by the Hon. E. R. Petre—an instance of liberality doubly laudable on account of the religious principles of the donor, who it is well known is a Catholic. The new screen is very beautiful, and redounds to the credit of the individuals who superintended its erection.

The gallery over the north aisle was formerly the property of Humphrey Osbaldeston, Esq. of Gateforth, who in the year 1825, munificently presented it to the incumbent for the time being. In the front are represented the arms of the family.

The choir is very commodiously arranged for all the purposes of a church. The pulpit is affixed to one of the northern pillars. At the west end in the gallery, is a beautiful fine-toned and powerful organ, erected in 1825, by Messrs. Renn and Boston of Manchester, at a cost of about four hundred guineas, raised by voluntary subscription, and has gained for them deserved praise. It contains the following stops :—

Great Organ.	*Swell—(Venetian)*
Double Stop Diapason.	Open Diapason
Open Diapason	Stop Diapason
Open Diapason	Dulciana
Stop Diapason	Principal
Dulciana	Cornet
Principal	Hautboy
Flute	Couplet Stop
Twelfth	With separate wood pedal pipes and stop to take down the bass keys of the Great Organ.
Fifteenth	
Sesquialtra	
Cornet	
Trumpet	

The compass of the Great Organ is from GG to FF in alt. The compass of the Swell is from Tenor C to FF—the pedals completing the remainder, corresponding with the great Manual Keys.

The Diapasons for brilliancy and richness of tone are scarcely surpassed by any in the kingdom.

The organ for the first seven years was played gratuitously by an amateur of the town, during which period there was an excellent choir, having at the head two professed treble singers of acknowledged talent. The choir is now under the management of the present organist, Mr. Whitelock.

In the south-eastern corner of the edifice, is a small door which affords access to a winding staircase leading to narrow galleries or rather passages on the second story, below the windows, called the monks' walks. Although there is nothing particularly demanding attention in these walks, yet the visitant will be amply repayed for the trouble of the ascent, by obtaining admission to the leads, from which there is a beautiful prospect of the town and country.

We must not omit to point out to the stranger two curiosities in the chancel, which well deserve notice. The first is a very ancient tomb or monument, with part of a recumbent full-length marble figure in armour. This monument has evidently been shattered by the hand of violence, perhaps in the period of the civil wars. The second is a very strange and uncouth statue of stone, no doubt intended as a representation of Sampson; this with three others, now placed over the altar, are the only few remaining of a number of stone figures with which the battlements of the monks' walks were formerly ornamented.

Adjoining to the north end of the transept is a chapel or chantry erected since the building of the nave or choir. This will be instantly evident upon inspection.

Taken as a whole, the abbey church of Selby is one of the most interesting edifices yet remaining in the kingdom, and is one of the finest specimens extant, of the magnificence with which the rites of worship were accustomed to be celebrated in the high and palmy days of popery.

Some of the monumental inscriptions in this beautiful edifice now demand attention.

In different parts of the floor of the church will be seen monumental stones over the abbots and monks of the ancient establishment. Most of

them have had marginal inscriptions upon them; and many are so defaced, that they are no longer legible; all of them will soon be obliterated, and will furnish another demonstration of the value of those attempts which man is so prone to make, to escape from that oblivion which is the common lot of his species. After the most diligent search the following have been discovered as the most ancient now remaining legible.

Near the middle of the west end, much defaced.

——————— xiii die Decembris ——— ob'ent ——— q' obiit ——— m. cccc. liii. quor'm animab. ppciet' de' Amen. 1453.

In the north aisle of the west-end

Hic jacent Rogerus Burlbad et Agnes uxor ejus qui obiere. xxix. die mensis Julii anno dm. mill. cccc. lx. iiii.—1464.

In the chapel or chantry east of the north transept.

Hic jacent Thomas Thwaites, et ————————* qui obiere xx. die Januar. anno dm. milli. cccc. septuagesimo septimo quor. animis ppciet. Deus. Amen. 1477.

The two following lie before the altar-table, on which are represented full-length figures of the Abbots.

Hic jacet Laurentius Selby, quondam Abbas hujus monasterii qui obiit tertio Kalend. Aprilis, anno dm. milli. ccccc. iiii. cujus animæ propicietur Deus. Amen. 1504.

Nato lugifero jacet hic tellure Johes. Domn. Barwic' ope valde bon. bis binis annis Pastor laudabile cunctis ————————* exempla. sic penetratur pola q' obiit ii. Kl' Apl. anno dm. M. D. xxvi. c. anæ. ppt. D.—1526.

* *Obliterated.*

Near the chantry door

Hic jacet ——— * Elston, qui obiit viii. Id. Aprilis, anno dm. milli. d. xxx. cujus. anæ. ppciet. Deus. 1530.

About the middle of the west end near the south aisle.

Hic jacet corpus Dorotheæ quondam uxoris Will. Myers quæ obiit vicesimo octavo die Octobris, anno dm. 1623.

A stone, commemorative of William Pigot, Abbot of this monastery, buried 20th June, 1429, lies underneath the second pew from the altar, north of the centre aisle.

The following are some of the inscriptions over the Monks, and it is a remarkable fact that the date is always omitted.

In the north aisle of the west end.

Hic jacet Johnes. de Pontefracto istius monasterii monachus cujus anæ. ppciet. Deus. Amen.

Near the chantry door.

Hic jacet frater ——————* istius monasterii monachus cujus anæ ppciet. Deus. Amen.

Nearly adjoining

Hic jacet frater Henric. Frylton monach—. [The remainder is illegible.]

In the south aisle near the altar.

Hic jacet Walter Cottingwith quondam monachus istius monasterii cuj. anæ ppciet Deus.

Near the north door in the west end.

Here baptiz'd was I Thomas Tyndall : } May 28 1614

And here again } March 15

[The stone here has evidently been cut away.]

* *Obliterated.*

On the right hand going out of the choir into the west end, Mountain directs our attention to two effigies—the one representing a man in armour crosslegged, on whose breast is a shield with arms —viz a bend between six hammers. The other represents a woman holding two escutcheons with arms.

The following epitaph on one of the stones is presented, as having formerly been in this church; after a diligent search the writer was unable to find it, but it is worthy of preservation as perhaps one of the most extraordinary specimens of barbarious latinity which perhaps ever was perused.

In Selby natus, Johannes de Shirburne vocitatus,
Funere prostratus, abbas jacet hic tumulatus:
Annis ter denis notus, vixit bene plenis,
Qui demptis pœnis, turmis jungatur amœnis. Amen.

The mere records of mortality it is impossible in a work like this to give at length, we can only make a selection.

On the west corner of the north transept.

Robertus Anby, pannicularius, vir honestus atque reipublicæ hujus oppidi optime meritus in honorem Dei et ornamentum hujus ecclesiæ sancti Germani de Selby, hoc classicum tintinnabulorum Deæ et patriæ, ex meris suis expensis dicavit, et in perpetuum consecravit, 1614.

Robert Anby, Draper, a man beloved both for his honesty, and the good he had done to this town, gave and consecrated to God, and his country, a Ring of Bells to the church of St. Germains in Selby, in the year of our Lord, 1614.

The following epitaph is a curiosity in its way.

Authurus Squire, A. M. situs est cujus sancti Germani curio et concionator, qui Christo et ecclesiæ, regi, populoque fidelis, hinc est quod gestiit Cælestes intrare Domos.

The following exquisitely worded epitaph is on a mural monument in the choir.

In the family vault at Ingatestone-Hall, Essex,
Are deposited the remains of
THE HON. CATHERINE ANNE PETRE,
Youngest Daughter of
Robert Edward ninth Lord Petre,
And of Juliana Barbara, his second wife.
Suddenly removed in the Bloom of Health and Youth,
From this earthly scene,
Which she adorned by her many endearing qualities,
Diffusing comfort and happiness on all around her.
She died at Stapleton Park in this county,
On the 13th of March, 1830,
Leaving a disconsolate Mother and
Only Brother and Sister, to lament
Their irreparable loss.
As a tribute of affection to one so justly dear,
So universally beloved, and so deeply deplored, they have
Erected this tablet to her memory.

The hatchment of the late Lady Petre is suspended in the church near the tablet to Miss Petre. She died on the 16th of April, 1833.

The following will amuse by its quaintness. It is situated behind the altar.

Here lieth interred the body of John Johnson, Master and Mariner, late of Selby, who died the 1st of March, 1787. Ætatis Suæ 61.

Tho' Boreas with his blust'ring blasts
Has tost me to and fro,
Yet by the handy-work of God,
I'm here inclos'd below.
And in this silent bay I lie,
With many of our fleet,
Until the day that I set sail,
Our Admiral Christ to meet.

Another version of the same epitaph is given in another part of the church, on the grave of another master mariner.

On the north wall, near the altar, is a monument with this inscription:

Sacred
To the memory of
Morley Wharrey, Esq.
Son of Thomas Wharrey, Esq.
Who departed this life 4th of September, 1797.
Aged 44 years.

Also Sophia Theresa wife of Robert Buchanan, Esq.
And youngest daughter of Morley Wharrey, Esq. of this place,
Who died 1st August, 1817, aged 26 years.

We subjoin a well expressed epitaph in Latin, also near the altar.

Hic
In pace requiescit,
Reverendus Dominus Carolus Forestier
Sacerdos Gallicanus,
Propter Fidem e patria exul.
Vir Fuit omni genere virtutum præditus,
Charus Amicis,

Non dierum sed meritorum plenus,
E Vita migravit,
Quarto Idus Septembris A. D. 1822.
Ætatis 55.
Cujus Reliquias hic mœrens posuit,
Honorabilis Edvardus Petre.

The following strange specimen of commemorative eccentricity is on the south aisle and west end.

Here lies the body of poor Frank Raw
Parish Clerk and Grave Stone Cutter,
And this is wrote to let you know,
What Frank for others used to do,
Is now for Frank done by another.

Francis Raw died March 31, 1706.
Jane his wife buried 10th Dec. 1726.

We insert this rather long inscription from a monument in the west end near the choir.

Michael Marshall D. D. died the 1st of January, 1619.
A body lies interred beneath this stone,
Whose pious soul we hope to heaven is gone.
An honest heart, a charitable mind
Which all admire, and yet so few can find,
In this good man did eminently shine,
As does his soul in heavenly rays divine.
The poor proclaim his charity aloud;
His will the num'rous gifts which he bestowed;
In fine, his love to all did then extend,
Ready to help at need and to befriend,
Here let him rest in peace, and let us try
To live like him that we may like him die.
Inclyta perpetuo durabit Tempore Virtus
Et floret fato non violandi truci.
Virtue's rewards eternally will last,
And splendid flourish when this world is past.

Thomas Marshall, draper, son of Michael Marshall D.D. died the 27th of April, 1692. Elizabeth, wife of Thomas Marshall, draper, died the 2nd of January, 1690.

North of the west door are the following.

Roberto Morritt filio Roberti Morritt Mercatoris vivacissimi ingenii & suavissimæ indolis, puero parens amantissima P. M. P. obiit nna die Maii, 1704 anno. ætatis 12.

Roberto Morritt, Mercatori Roberti Morritt, Rectoris de Ryther, filio. Viro constanti probo et fideli, suis dum vixit charo animæ pars altera. P. M. P. obiit 22d Novemberi, 1705 anno. ætatis 40.

This monument is erected to the memory of Ann Morritt, sole daughter and heiress of William Sawrey, Esq. of Plumpton, in Lancashire. She was married the fourth of November, 1723, to Bacon Morritt, Esq. of Cawood in this county, by whom she had eleven children, seven of whom are still living. She died the 25th of May 1769, aged 67.

Also near this place lies interred the body of Bacon Morritt, Esq. son of the said Ann Morritt, who died the 11th of June, 1751, in the ninteenth year of his age.

To the memory of Bacon Morritt Esq. of Cawood in this county, who departed this life the 28th of November 1775 in the 81st year of his age leaving two sons and five daughters.—John Sawrey Morritt, Esq. of Rokeby Park, (his eldest son) erected this monument.

Between the preceding monuments is another with the following inscription.

To the memory of Mrs. Anne Eliza Morritt eldest daughter of Bacon Morritt of Cawood Esq. She died the 1st of December, 1797, aged 71.

Blest shade, while genius in thy earlier days
Fir'd thee to emulate the pencil's praise,
To seize the painter's powers without the name,
And soar on female attributes to fame.

This verse records how to those powers were join'd,
The strongest, manliest energies of mind,
Records those years of pain thy frame sustained,
With patience firm, with love with faith unfeign'd,
And hope, that ever hov'ring o'er thy head,
The brilliant palm of bliss eternal spread.

The following inscription, on the south side of the altar screen, is of a more important character.

Hic repositæ sunt,
Anno Ætat suæ 56 annoq, Christi 1761
Reliquiæ Gul. Moulden,
Qui ita Villicationis Munus in his partibus peregit
Ut memor esset semper deo,
Redditurum esse Rationem Villicationis suæ
Dominæ quippe suæ fidelem; aliis vero,
Gratum, se exhibuit; in reliquo vitæ
Curus, Religionis Integritatis, Benevolentiæ
Ingenii laude, ita excelluit;
Ut non exiquum sui, apud
Omnes, discedens Desiderium reliquirit.
Vade Lector,
Multa sunt, quæ imiteris Bona.
Si quos vero, in eo Defectus Noveris;
Pro iisdem, Domino, orat.

The following epitaph is in the church yard.

Sacred to the memory of William Whitaker of Beverley, mariner, who departed this life the 22nd of October 1797, aged twenty-nine years.

Oft time in dangers have I been,
Upon the raging main;
But here in harbour safe at rest,
Free from all human pain.

There is also an exquisitely quaint epitaph from a stone against the south wall of the west end.

Near to this stone lies Archer—John
Late Sexton (I aver),
Who without tears, thirty-four years
Did carcases inter.
But death at last, for his works past
Unto him thus did say,
Leave off thy trade, be not afraid,
But forthwith come away.
Without reply, or asking why,
The summons he obey'd,
In seventeen hundred sixty-eight
Resign'd his life and spade.

Among the monuments in the church we must not forget the following—

In memory of Elizabeth daughter of Christopher and Mary Anne Paver, who died Oct. 17, 1825, aged fifteen days.

Also Mary Anne, daughter of the above, who was born July 31st, 1824, and died April 9th, 1828.

Ere sin could blight or sorrow fade,
Death came with friendly care,
The opening buds to heaven convey'd
And bade them blossom there.

Behind the altar.

In
A vault below, lieth interred the remains
of John Foster of this place,
Merchant, who died January 19th, 1806,
Aged 58 years.

And near thereto, Mary and Eliza
Daughters of John and Ellen Foster, who
died in their infancy.

Also Deborah, the wife of the above
John Foster, who died at High-Green,
On the ninth day of May, 1833,
Aged 84 years.
And also Thomas Foster, the second son
of John and Deborah Foster, who died the 26th
day of September, 1830, aged 54 years.

On the north wall (west end) a neat mural monument of white marble records

The memory of
John Audus, Esq.
Who after a long and tedious illness
died in the fear of God,
the 29th day of January, 1809,
aged 56 years.
Also, of Jane, relict of
John Audus, Esq. of Selby;
She was eminently distinguished by the unaffected
Piety and Benevolence with which she adorned
her Profession and that Resignation to the Will of
God with which she closed this mortal Life.
December 23rd, 1830,
Aged 73 years.

On one of the pillars.

Adjacent
Lie the remains of
Thomas Staniland of Selby, ship owner,
Who died the 6th day of January, 1799,
Aged 34 years.
Also, Samuel Staniland of Selby, Mariner,
Father of the above, who departed
this life the 21st day of April, 1800.
Aged 60 years.
Likewise Jonathan Staniland, ship owner,
son of the above named Samuel, who
died the 24th day of Sept. 1802,
Aged 42 years.

Also, Dinah the wife of Samuel Staniland,
and mother of Thomas and Jonathan
who died the 27th of April, 1809.
Aged 69 years.

A vault at the foot of the same pillar contains the remains of

Stephen Staniland, Esq. who died suddenly Nov. 9th, 1834,
Aged 62 Years.

The following notices are suspended in the church relative to some changes which have been effected in its interior accommodations.

1824.

Alterations and Improvements made in the Parish Church of Selby.

The accommodation in this church was enlarged in 1824, by which means 422 additional sittings have been obtained; and in consequence of a grant from the Society for Promoting the Enlargement and Building of Churches, in addition to subscriptions made by the Feoffees, 298 marked free upon the front thereof are declared free and unappropriated for ever, being in addition to thirty formerly provided.

The remaining one hundred sittings, are also appropriated as follows; nine sittings have been given up to Mr. James Audus, to replace a pew which was necessarily taken down to erect the new gallery; and ninety-one are left for the benefit of the minister for the time being (and are marked minister's pews) for the augmentation of the living for ever.

Dated 17th August, 1824.

Jonathan Muncaster, Minister.

James Audus, Architect.
George Bairsto, Builder.

Joshua Bilton,
Henry Staniland,
Edward Parker,
John Foster,
} Churchwardens.

Chamberlain's Charity.

NOTICE.

The Alms House at Selby comprising five rooms is for the occupation of six widows to be approved and appointed thereto by trustees. Also that twenty boys belonging to Selby to be appointed by the trustees may be taught reading in the school-room of the hospital at Selby free of expense.

Christopher Briggs
Richard Tottie
George Lee
Henry St. Blundell
Trustees.

Hull, August, 1832.

Audus's Charity, 1833.

Natalis loci sui amoris monumentum.

At the general meeting of Feoffees for pious uses, in Selby, at the house of Mr. Pearson the treasurer, on the 21st day of December, 1833, being St. Thomas's day, JAMES AUDUS of Selby, Esq., presented to the said Feoffees and their successors for ever, ten dwelling-houses forming a square on the south side of Gowthorp, in Selby, which Mr. Audus at his sole cost and expense, completely had during the last summer erected and finished, for occupation upon land forming part of the trust estate of the said feoffees; at which general meeting, the said feoffees directed that the said square should be called Audus's Charity, and that a memorial should be enrolled in the records of the said feoffees to the following effect: viz. That the said dwelling-houses, during the life of the donor, shall be let to and occupied by such aged, infirm, and poor persons, without families, belonging to the parish of Selby, as Mr. Audus shall select, at the yearly rent of £1. 11*s.* 6*d.* payable half-yearly to the treasurer of the feoffees for the time being, and by him invested in some Savings' Bank to accumulate until the demise of the donor; and that after his decease, the said dwelling-houses shall be occupied by

such persons as aforesaid, rent free, to be elected by the feoffees for the time being or a major part of them, and that the rents and accumulations which shall have arisen in the donor's lifetime, shall be placed out in government or real security by the said feoffees, and the interest to arise therefrom shall be paid unto and equally among the several occupiers of the said dwelling-houses, on St. James's day in every year, after having first deducted therefrom the necessary expenses of repairs. The said feoffees for the purpose of perpetuating the name of the donor amongst those of the other benefactors to the Feoffees' Charity, have directed this memorial of the above munificent donation to be placed here.

James Audus, John Foster, John Fothergill,
Ed. Parker, Christ. Paver, Charles Weddall,
Steph. Staniland, Matt: Pearson,
Feoffees for Pious Uses.

The following is a list of the Abbots of Selby :

Instituted.

1071 Benedict.
1103 Hugh de Lacy.
1126 Durandus.
1139 Walter.
1144 Helias.
1153 Germanus.
1179 Gilbert de Vere.
1189 Roger de London, buried in the abbey.
1194 Richard—resigned in 1214, for the abbey of Ramsey.
1214 Geoffrey, prior of Coventry, resigned in 1220, and a licence was given to the monks June 21st, 1221, to elect a new Abbot.

1221 Richard, prior of St. Ives. Resigned in 1224.

1224 Richard de Kellesay.

1237 Alexander.

1245 Hugh de Drayton

1254 Thomas de Whalley—deposed 1262.

1266 David.

1269 Thomas de Whalley, a second time, also deprived again; for, on June 8th, 1279, the Archbishop of York visited this Abbey, and finding him guilty of many omissions of his duty, and committing many faults, particularly fornication with the lady of Quenby, and with a daughter of one Bedeman, who lived at the Abbey-gates, by whom he had issue, and for alienating the manor of Chattleflower, or Chelleflowe, and Stanton, where they had fourteen carucates of land, and by his negligence lost the farms of Midford and Staynton, and the tithes of Agrum and Gunby, and his liberties within the town of Snayth.

1280 William Aslakely,

1294 John de Wistow.

1300 William de Aslaghby.

1313 Simon de Scardeburgh.

1321 John de Wistow.

1335 John de Heslington.
1341 Gilfred de Gatesby.
1368 John de Shireburn—buried in the abbey.
1407 William Pigot—buried in the abbey.
1429 John Cave—buried in the abbey.
1436 John Oustrope—buried in the abbey.
1466 John Sharrow—buried in the abbey.
1475 Lawrence Selby—buried in the abbey.
1504 Robert Deping, a monk of Croyland.
1518 Thomas Rawlinson.
1522 John Barwick,—buried in the abbey
1522 Robert Selby, alias Rogers, the last Abbot, who surrendered the abbey to the King, Dec. 6th, 1539.

The following is a list of the Clergymen who have officiated in the church at Selby since the Dissolution.

Inducted.
1540 Anthony Ashton, died in 1583.
1583 Robert Dove.
1586 Thomas Tomlinson.
1603 John Bradley, died in 1610.
1610 Thomas Greenwood.
1613 John Moor.
1620 Richard Smith, removed on account of offences, 1624, died 1641.
1624 John Whitaker, A. M.

1641 Paul Hammerton.
1650 Richard Calvard, died 1657.
1666 Arthur Squire, died 1697.
1698 Henry Allan.
1701 George Rishton.
1720 Thomas Hardy, died in 1728.
1728 William Charnley, in 1748.
1748 Duke Teasdale, died in 1773.
1773 William Potter, died in 1796.
1797 Thomas Mounsey.
1820 Jonathan Muncaster.
1834 John Leidger Walton.

THE TITHE BARN in which the produce of the abbey lands was formerly deposited, is one of the most remarkable and interesting buildings of the kind now remaining in the kingdom. Its prodigious length,* its high roof, its vast breadth, and the amazing solidity of its construction, all combine to demonstrate the wealth of the ancient abbey of Selby. The beams and pillars of wood in the interior indicate the great age of the edifice, and the writer of these pages has very little doubt that they have remained in their present position at least six hundred years. The tithe barn is situated

* The Barn is 313 feet long and 29 feet wide, and the walls are 3 feet in thickness.

south-west from the church, and it no doubt was included within the high and solid embattled wall which always surrounded the abbeys. For there were feudal chieftains and barons who did not always respect the property of the church, and there were forest marauders who would speedily have taken possession of the contents of the barn, had it not been protected by something far more substantial than the reputed sanctity of its owners.

The abbot's house was to the south of the abbey-church, but in consequence of the buildings which have been reared upon its site, and the ages which have passed away since its demolition, it is altogether impossible to trace its outlines and to ascertain its plan.

It is unnecessary to repeat that this beautiful church is the glory and the pride of Selby,—it is its most prominent object seen from a distance, it is the most interesting scene of placid contemplation, it invokes the recollection of past ages and generations, it is at once a memorial of manners, of men, and of institutions which have long since disappeared, and it ought to excite the gratitude of those who gaze upon its towers, or walk along its aisles, by reminding them of the superior intelligence by which they are surrounded, and of the inestimable privileges which they are permitted to enjoy.

We must not forget to state, in closing this part of our history, that the chancel of the church is kept in repair by the Hon. E. Petre, as the lay-impropriator.

CHARITIES.

ESTATE OF THE FEOFFEES FOR PIOUS USES.

By an inquisition bearing date August 24th, 1664, taken under a commission of charitable uses, it appears that several estates were given by different individuals for pious uses. For instance, Roger Beckwith, in the 16th of Elizabeth, gave some lands, the rents of which were to be bestowed upon the repairs of the highways and the parish church and steeple. William Lonsdale, in the 20th of the same reign, conveyed certain messuages, lands, and tenements, in Selby, to the use of the poor, and for the repairs of the church and highways. John Hogg in the 13th of James I. conveyed certain lands and tenements in Selby, the rents to be applied to the use of the poor, the repairs of the church, the mending of the highways, one-third for each purpose. Agnes Hogg in the 7th of the same reign, conveyed certain messuages and lands for the use of poor persons in Selby. Robert Walker by will dated May 6th, 1641, devised land in Drax for the benefit of poor persons

in Selby. Charles Bowman and Richard Bowman, 10th Jan. 1603, conveyed by deed a messuage in Selby to the use of the poor people in Selby, and for the repairs of the church and steeple. Robert Aubie devised land in Selby for maintaining a chime of bells, repairing the church windows, and as to one rood of land for providing butts for archery. It was further found by the inquisition, that several sums of money therein mentioned, amounting to forty-nine pounds, were due from different individuals, as part of the poor's stock for the poor of Selby, or otherwise payable for their benefit.

By the decree of the commissioners founded on the inquisition, fifteen persons were nominated to stand seized of all the estates mentioned in the inquisition, on trust, to employ the rents and profits to the uses intended by the donors, and to be guardians and feoffees of all the charitable gifts belonging to the poor people of Selby, and to receive the sums of money due as aforesaid—and it was thereby decreed that the said feoffees, or the greater number of them, with the churchwardens and overseers of the poor of the parish of Selby, should distribute and dispose the yearly income and profits of the said charitable gifts according to the declaration of the donors and founders thereof—and it was directed that when any of the feoffees

should die, the survivors, or the major part of such survivors, should make a new election, and continue the same number of feoffees.

The feoffees of the charity estate have been kept up by election from time to time, but not to the number of fifteen. At present there are only seven, viz :—John Foster, John Fothergill, James Audus, Edward Parker, Christopher Paver, Matthew Pearson, Esqrs. and the Rev. R. Thompson.

No part of the charity estate has been lost, unless it be one small tenement, as to which no account can be given. This circumstance testifies most decisively to the prudence and integrity of the feoffees.

The feoffment estate at present consists of

1. The Workhouse, erected on part of the land mentioned in the inquisition, and five small tenements in Selby, which were formerly let to the overseers of the poor, on lease for twenty-one years from 1803, at the annual rent of forty-six pounds.

2. Ten cottages standing on the site of two old tenements which fell down, and their gardens. These cottages were originally intended to be let to poor widows, or other deserving poor persons, at low rents. They were erected in part with the sum of one hundred and twenty-eight pounds, which arose from the sale of timber, and from the

equivalent paid for a small piece of land, part of the estate taken by the magistrates for the widening of a road.

3. A house in Millgate, Selby, and several closes in the parish, containing altogether 59*a*. 2*r*. 15*p*. being in part land mentioned in the inquisition, in part land taken in exchange at the time of the inclosure, and in part land allotted on occasion of the inclosure. The commissioners for inquiring concerning charities state, that when they visited Selby, the houses and lands were let in separate parcels, at rents amounting to £116 .. 14*s*.—rents which exceeded the full value of the premises, and must necessarily be reduced.

4. A close in the parish of Drax, containing 4*a*. 0*r*. 23*p*.

When the commissioners were in Selby, the annual income amounted to £167..14*s*.

The feoffees are not possessed of any stock or personal property.

Mary Ward, by will dated, 18th October, 1785, bequeathed to the vicar of Selby and to the feoffees, two hundred pounds on trust to place out the same at interest, and to apply the produce towards teaching eight poor girls of Selby in reading English, writing, arithmetic, and understanding the Catechism—the master or mistress to be chosen by the trustees. She also bequeathed one hundred

pounds to the Amicable Society of the Blue-Coat Boys in Selby.

In 1802, Mr. John Foster gave to the feoffees forty-five guineas, the interest to be applied to the education of three boys, to be elected by a majority of the feoffees, to be called Mr. John Foster's Charity.

The interest of these sums are applied as follows:—Ten pounds for the instruction of eight poor girls in reading, writing, accounts, needlework, and the Catechism—Five pounds to the members of the Amicable Society of the Blue-Coat Boys, and two pounds seven shillings for the regular schooling and instruction of three boys nominated by the feoffees, in reading, writing, and accounts. Five pounds are also paid for continuing the chimes of bells in the church, and ten guineas to a schoolmaster for teaching ten boys, in reading, writing, and accounts. The remainder of the revenues is applied for occasional repairs of the church and the highways, and for the relief of the poor.

The accounts are kept by the treasurer, and are annually examined and settled by the feoffees at a meeting held in December.

RAYNER'S CHARITY.

Joseph Rayner, by will dated 27th February, 1710, bequeathed the sum of one hundred pounds

to be laid out in lands, the profits of which he directed should be for teaching six poor boys of Selby, to write and read English, and to understand the Church Catechism. The present trustees of this charity are Charles Weddall, Esq. and James Audus, Esq. both of Selby. The property consists of an estate in the parish of Selby comprising 9*a.* 0*r.* 38*p.* The rent of this property is thus applied—Thirteen pounds to the master of the Blue-Coat School in Selby, for the instruction of eleven poor boys of Selby, in reading, writing, and accounts, with the Church Catechism. The remainder is laid out in clothing the boys.

EDMOND'S CHARITY.

John Edmonds, by will dated June 8th, 1767, bequeathed the sum of twenty pounds in trust to put the same out at interest, to be paid to the churchwardens to buy bread, and to distribute the same to the poor of the parish of Selby, on St. John's day. This charity has recently been committed in trust to the feoffees of the town.

HUDSON'S CHARITY.

By indentures of lease and release, enrolled in chancery, dated 14th and 15th October, 1817, it is recited, that Robert Hudson of Skipwith, Esq. and Jane his wife, conveyed certain closes to nine trustees, to provide medicine and medical assistance

to the poor of Selby. The property was let when the commissioners were in Selby, for twenty-four pounds. In addition to this, the trustees subscribe two guineas per annum each; by them tickets are issued, which entitle the bearers to medical relief to the extent of half-a-guinea each person, from an apothecary resident in Selby; and a yearly meeting of the trustees is held in April, when the accounts are examined and the state of the charity is ascertained.

THE BLUE-COAT OR AMICABLE SOCIETY.

This charity was established in the year 1735, by contributions among the inhabitants of Selby, and is supported chiefly by voluntary subscriptions, the object of it being to provide clothing and instruction for twenty Blue-Coat Boys and such other number as the funds will admit of. The only real property belonging to the charity consists of a close in Selby called the Car-Close comprising four acres, and the moiety of another close called the Mill-Street or Mill-Stile Close, comprising also about four acres.

CHAMBERLAINE'S CHARITY.

This charity consists of the produce of land left by Leonard Chamberlaine of Hull by will dated August 19th, 1716. The estates from which the Selby income is derived consist—1. Of an estate at Titling, let when the commissioners were in

Yorkshire for eighty pounds. Out of the rents of this estate were paid the following sums:—four pounds paid to the dissenting minister in Selby—and forty-six pounds six shillings to poor persons in Hull. 2. Of a house and garden in Selby devised for the purpose of a school and hospital—and a small parcel of land of 1*a.* 3*r.* 12*p.* awarded to the trustees in right of common, and let to the master of the school at Selby, for two pounds eight shillings per annum. 3. Of estates at Cottingham and Southwood, from which are paid twelve pounds to the schoolmaster at Selby, one pound for books in the school, and thirty-one pounds four shillings to six poor widows in the hospital at Selby, chosen by the trustees from inhabitants of the place on the recommendation of respectable persons living there, at two shillings per week each. The school and the hospital at Selby in addition to the premises devised by the will for that purpose, contain rooms built by the trustees in 1800, at an expense of one hundred pounds for the better accommodation of the widows. Two of the rooms and a garret are occupied by the schoolmaster, and the remaining five rooms and chambers are inhabited by five of the almswomen, the sixth being allowed to reside out of the house. The master of the school, to which office the trustees of the charity appoint, teaches

for his salary four children of Selby to read, and also gratuitous instruction in writing.

AUDUS'S CHARITY.

See particulars, page 109.

STANILAND'S CHARITY.

Stephen Staniland, Esq. by will dated 11th June, 1831, bequeathed to the feoffees of Selby, in trust, the sum of two hundred pounds for the interest to be applied for the educating and clothing of poor boys belonging to the town of Selby, who are to be instructed in the principles of, and regularly to attend the established church. Also, by the same gentleman, was bequeathed the sum of two hundred pounds to the trustees for the time being of the Subscription School, in the New-Lane, in trust, the interest of which is to be applied generally to the support of the said institution.

THE SELBY CLOTHING SOCIETY

Is an excellent institution, which has been the means of relieving much distress, and of disseminating an extensive aggregate of comfort among the destitute and the miserable. No less than two hundred and forty-four persons were relieved in 1833, at an expense of rather more than twenty-nine pounds. The last report appropriately says—"Looking at the charity altogether, the subscribers cannot fail to feel it matter of thankfulness, that

while the last two years have pressed so many claims upon their benevolence, this charity has maintained, to the full, its means of doing good, and of meeting in some degree the urgent call for comfortable clothing, presented by the awful disease* with which our town has been twice visited. The treasurers and members have had great satisfaction in dispensing so much seasonable relief, and in witnessing the expressions of gratitude which in many cases it called forth :—they had but one draw-back on that pleasure,—the knowledge that while they were meeting many cases of distress, they could not meet all. A new year will bring new claims for exertion and benevolence, but "it is more blessed to give than to receive;" and he who suffers the poor to be always with us has been pleased to make himself our debtor for what we give, and will not fail to repay when and as he sees best."

At Westminster, on the twentieth of March, 1618, in the 16th of James I. by the king's letter patent, the abbey of Selby was made a parish church, and a certain minister, curate, or preacher, was appointed thereto. The right of presentation is vested in the Petre family. Besides which there is an endowed Lectureship in the patronage of the Archbishop of York.

* Selby was twice visited with the Cholera.

An entry in the parish register of the date of 1702, contains a list of the subscribers to defray the expenses involved in the rebuilding of the western tower in 1690. The liberality of the inhabitants of Selby was again exercised relative to this ancient and beautiful structure in 1734, when at their own expense, they repaired the west front of the building, which had begun to assume an appearance of ominous dilapidation.

The inhabitants of Selby are frequently gratified with the music of an excellent set of bells in the tower of the church. These bells bear the date of 1710. They chime beautifully at the hours of five, nine, and twelve. It may here be stated, that the ascent to the summit of the steeple is by a flight of one hundred and sixty steps.

In the month of September, 1827, a grand performance of sacred music in the choir of Selby church, excited the attention and gratified the taste of the vicinity. The performance was patronized by the Archbishop of York, the Hon. E. R. Petre, and the nobility and gentry of the neighbourhood. A spacious gallery was fitted up over the altar for the accommodation of the public; the arrangements were admirably conducted; the festival was numerously attended; and the profits were appropriated to the benefit of the charities of the town.

THE SOKE.

At Selby is one of those monuments of feudal municipal policy, which have so long and so frequently excited observation in the north of England—we refer to a soke mill. The ancient corn mills called Selby Mills were formerly worked by two water streams of high antiquity, subsequently they have been worked by wind, but recently by steam.

It appears that the origin of this soke is hid in the darkness of remote antiquity, and that its observance has been from time immemorial. In the reign of Charles I, the right of soke was contested. In the third year of that monarch Thomas Walmsley, Esq. then the lord of the manor of Selby, and owner of the mills and soke, instituted a suit in the court of exchequer against Thomas Marshall and other inhabitants of the town, who had invaded the soke. And it was then decreed that the defendants and all other inhabitants of the town of Selby should grind at these mills all the corn, grain, and malt to be used in their houses. In the beginning of the last century, the soke was again invaded. In 1726, Lady Catherine Petre, then the owner of the manor and the mills, instituted a suit against William Clarkson, and other inhabitants of the town for evading the soke, and in 1730, a decision precisely similar to that which

we have just recorded, was given. In April, 1813, the soke was again invaded; and the trustees of the Hon. E. R. Petre, brought an action in chancery against Robert Myers, John Cape, John Bradley, Susannah Walker, and William Walker, all inhabitants of Selby, for the invasion in question. The cause was decided in favour of the defendants.

Seven years afterwards, another trial took place at York upon the same subject. The trial was Richardson v. Walker. The custom which binds the tenant and residents within a manor to grind at the Selby Mills "all their corn and grain, which they use ground in their dwellings" did not, it was alleged, prevent them buying and selling in their dwellings, flour produced from corn ground at other mills. The issue relative to Selby was tried before Mr. Justice Bailey, at York Lent Assizes in 1820. The jury found for the plaintiff, with one shilling damages, subject to the opinion of the court above, upon a case stated. The court ordered a verdict to be returned for the defendant.

The same question was again debated upon another trial. It was held that the lord of the manor had two mills, and the tenants and resiants were bound by custom to grind all their malt which they used in their dwellings, at the said mills, but might take it to either at their own

option. It was held that the lord of the manor having pulled down one of the mills, had thereby suspended the custom. The case (Richardson v. Cape) was tried at York Lent Assizes in 1820, and a verdict was taken for the plaintiff for one shilling, subject to an opinion of the court above on a case. Postea ordered for the defendant.

A considerable manufacture is likely to be established in Selby in consequence of the patent obtained by Messrs. Linton & Co. for improvements in steam boilers, which have been successfully applied to several steamers now plying the Humber.

The celebrated Aire and Calder navigation is of vast importance to this part of the country; and by its connexion with the Leeds and Liverpool Canal, it forms a communication with the whole West-Riding of Yorkshire and the county of Lancaster. The first reference to the navigation of the rivers Aire and Calder, occurred in 1627, when a Mr. Meeres suggested to Sir Thomas Savile, at that time the most influential individual in this part of the country, the propriety of making the Calder navigable to Wakefield. The Aire and Calder Company was incorporated by act of parliament passed in the ninth and tenth years of William and Mary. The general direction

of the navigation of the Aire is nearly west by a serpentine course, from which the lowest part of the Calder branches south-west by a crooked course of about fifteen miles. The proprietors of the navigaton are authorized to exact a tonnage of sixteen shilling per ton in winter and ten shillings in summer between Leeds and the Ouse. The following extract from a statement published some years ago, relative to the prodigious increase of the Aire and Calder Company's revenue, will deeply interest the reader.

"AIRE AND CALDER NAVIGATION.

STATEMENT.

THE first Act for making these Rivers navigable to Leeds and Wakefield was passed in 1698, when the Undertakers were as follows, and their Subscriptions amounted to the respective Sums attached to their Names :—

FOR THE AIRE.

	£.	s.	d.
William Milner,	1,650	0	0
William Rooke,..	1,500	0	0
Tho. Kitchingman	900	0	0
John Dodgson, ..	1,500	0	0
John Gibson,....	240	0	0
Thomas Lazenby,	120	0	0
Joseph Ibbotson,	300	0	0
Caleb Asquith ..	300	0	0
Thomas Sawyer,	300	0	0
James Dawson,..	150	0	0
Wm. Wombwell,	300	0	0
Christ. Lowther,	240	0	0
Jona. Oldroyd, ..	150	0	0
Wm. Sutcliffe, ..	150	0	0
John Dowall,....	750	0	0
TOTAL,..	£. 7,200	0	0

FOR THE CALDER.

	£.	s.	d.
Lord Bingley, ...	500	0	0
Robert Monkton,	500	0	0
Richard Whitton,	500	0	0
John Smith, ...	566	13	4
Capt. J. Burton..	500	0	0
Robert Kaye,....	450	0	0
Thomas Roebuck,	266	13	4
Mr. Bevor,.....	150	0	0
Thomas Wheatley	100	0	2
Wm. Chippendale	100	0	0
A. & J. Spink,...	100	0	0
Robert Wilmot, Wm. Elmsall,.. John Moore,... Sa. Woodhouse,	200	0	0
Wm. Bosville,...	166	13	4
TOTAL..	£. 4,100	0	2

Original advance.....	£. 11,300
In addition to which, other sums were advanced by the Wakefield Subscribers, as Loans, including arrears of interest on the above to 1720	£. 8,200
Interest added to the Leeds Subscriptions, to ditto.	7,200
Making a total investment of..	£. 26,700

And no other advance of Capital has been made.—Upon this Investment,

DIVIDENDS have been received, up to Feb. 1828, amounting to upwards of	£. 2,250,000
REAL ESTATES, purchased by the Undertakers, to the value of about	135,000
PERSONAL PROPERTY, amassed by them, of the Value (as per Accounts) of	132,000
TOTAL,.....	£. 2,517,000

Progressive Increase of the Dividends in the present Century.

In 1800, £. 35,000	In 1817, £. 52,000	In 1822, £. 60,000
1802, 42,000	1818, 54,000	1823, 64,000
1806, 48,000	1819, 58,000	1824 to 1827, yearly.....70,000

In 1824 the Total amount of Lock Dues was upwards of.....	£. 100,000
In 1825, about.....	£. 116,000
And in 1826, about.....	£. 120,000

The Dividends on the Aire and Calder Navigation in the Year 1826, were as follow:

	£.	s.	d.		£.	s.	d.
Armitage, Ed...	1,193	4	11	Mead, Mrs.....	984	7	6
Banks, Sally....	109	7	6	Milner, Sir W...	7,842	16	2
Bate, Arabella..	228	7	1	Milner, M. E. ..	726	5	0
Beckett, Wm....	124	9	9	Milner, Ch.....	581	0	0
Blayds, John ...	218	15	0	Milner, Mrs. G..	726	5	0
Burton, Eleanor.	228	18	8	Pilkington, SirW.	340	18	7
Burton, W. T. ..	24	0	0	Ramsden, Robert	2,740	4	10
Burton, Rd.	2,727	8	9	Ramsden, John..	913	8	3
Clark, Sarah....	228	7	6	Rhodes, Peter...	166	13	3
Dawkins, Juliana	145	16	8	Rhodes, Rev. J..	1,955	18	1
Dennison, Mrs..	1,443	15	0	Rhodes, Wm....	955	18	1
Dennison, Robt..	787	10	0	Rhodes, Thomas.	955	18	1
Dixon, (Executors)	984	7	6	Rhodes, C. L....	601	14	0
Doyle, Col. F. H.	726	5	0	Rishworth, Thos.	198	0	3
Fowler, Nath....	349	2	9	Rooth, Wm.....	257	7	0
Fox, (Executors).	3,841	9	3	Scholefield, John	36	4	1
Gaskell, Daniel..	116	13	4	Smyth, J. H.....	2,740	4	10
Gibson, Henry...	109	7	6	Sharpless, Miss..	109	7	6
Graham, lt. Sir J.	726	5	0	Spearman, Ch...	325	10	5
Heywood, late B.	847	19	11	Stanhope J. S...	4,229	3	4
Heywood, Arthur	144	16	5	Stanhope, Ch....	145	16	8
Heywood, J. P..	823	3	10	Stanhope, Philip	145	16	8
Horsfall, Miss...	109	7	6	Stanhope, Hugh.	145	16	8
Jenner, R. F....	5,970	11	8	Stanhope, M. A.	291	13	4
Ingram, John ...	913	0	5	Stanhope, A. W.	291	13	4
Kershaw. Mrs...	1,312	10	0	Stanhope, Isa. ..	291	13	4
Leatham, Wm..	799	19	0	Stanhope, Fr....	291	13	4
Leigh, Mrs.	913	8	3	Stanhope, Maria	291	13	4
Leigh, G. J.....	576	7	11	Tottenham, L. A.	228	7	1
Lonsdale, Earl of	384	2	11	Walton, Wm....	492	3	11
Lowther, Sir J...	1,050	0	0	Watson, C. A...	64	6	11
Lucas, Mrs.....	384	2	11	Wilson, Rd. Fou.	9,321	19	0
Marris, Mrs.....	228	7	6	Wilson, Christ..	218	15	0
Maude, Daniel..	570	18	2	Wilson, John....	546	17	6
Maude, D. S.....	228	7	1	Wood, Rev. R...	218	15	1

TOTAL,.... £ 70,000 .. 0 .. 0"

The warehouses belonging to the company at Leeds, especially those on the north side of the

river, are of immense dimensions. They were built in 1827 and 1828. The Aire and Calder navigation has never been of material advantage to the town of Selby.

At the same time Selby, is to all intents and purposes, a port town. For the Lords of the Treasury, having formed here a regular Custom-house establishment, at which vessels can clear coastwise without the necessity of detention at Hull. It is much to be wished that some plan could be adopted for improving the navigation of the Ouse, between Selby and Goole.

Immense have been the improvements in the town of Selby within the last forty years. Some of these improvements we shall now proceed to specify.

The handsome Gothic Cross which forms so appropriate an ornament to the market-place, was erected about sixty years ago by Lord Petre, the father of the present honourable possessor of the manor. Prior to the existence of this cross a few rough broken steps, indicated the place appointed for the transaction of business on the market days.

The greatest improvement in the town of Selby was effected by John Audus, Esq. father of the present James Audus, Esq. Having towards the close of the last century, obtained a lease from the

Hon. E. R. Petre, he commenced the erection of that handsome row of houses south of the church, which bears the name of The Crescent. It was originally intended to have built a line of houses upon the plan and with the elevation of Lansdown Crescent at Bath, but the unexpected death of Mr. Audus prevented the accomplishment of the design. However, the greater portion of the modern erections of the town, with the line of shops on the south side of the market-place, have all been built by the present James Audus, Esq. since the death of his father.

Whoever inspects the old plan of Selby, published by Mountain in 1800, will immediately perceive what an unsightly deformity was constituted by a range of houses in the very centre of the market-place, dividing it into two narrow streets. This obstruction consisted of wretched dilapidated houses, principally used as butchers' shops. When J. Audus, Esq. had erected the neat row of houses on the south side of the market-place, the Hon. E.R. Petre, in correspondence with the public spirit of the inhabitants, munificently surrendered property of the value of fifteen hundred pounds, and situated at the west end of the church, in order to open an uninterrupted view of the west front of that interesting structure. The obstruction to which we have just alluded, was then taken away,

and the fine, open, spacious, and commodious market-place was completed. In one of the old houses removed about this period, was born the younger Watson, who was arraigned for high treason in 1817.

The New-Lane Subscription School-House was built in the year 1811. The expense of the land on which it stands and of its erection, was defrayed by voluntary contributions.

Another circumstance which materially contributed to the prosperity of Selby, was the introduction of Steam-Packets into the Humber, August, 1815. Thus Selby, became the route to Hull for the mighty population of the West-Riding, and of course its advantage was materially increased by the transit of passengers and goods. General convenience was, however, subserved at great private loss. The proprietors of the boats commenced a zealous opposition, and the spirit of competition ran so high, that passengers were frequently conveyed for the most trifling sums.

The erection of the Town Hall in the year 1825 was another great improvement. The expense of the building was defrayed by voluntary subscription and the ground was given by the Hon. E. R. Petre. It is a very neat and commodious edifice, near the market-place. Its materials are brick; the lower part is divided into cells for prisoners,

while the upper story is conveniently arranged for the business of the magistrates. The magistrates meet on the first Monday in each month; and the gentlemen in commission who usually superintend the transaction of business are, S. W. Waud, Esq. Rev. John Forster, John Tweedy, Esq. and the Rev. D. F. Markham. Matthew Pearson, Esq. solicitor, is clerk to the magistrates, and also coroner; and Mr. David Hick is the chief constable for the lower division of Barkstone-Ash in which wapentake Selby is situated.

The inclosure of the extensive church yard, with iron palisading, was another improvement effected in 1828. This alteration cost about six hundred pounds, and was chiefly defrayed by voluntary contributions.

The new road from Selby to Doncaster was another improvement to the town. For the construction of this road, an act of parliament was obtained in 1831. It passes through Askern, crosses the river Aire at Haddlesey by an elegant iron bridge, and was opened in the year 1834. The importance of this road to the town of Selby has not been duly estimated. As it forms the nearest, and by far the best line between Doncaster and York, it is likely at no distance of time to constitute part of the great north road, and therefore will be the means of contributing to the wealth and prosperity of the town.

The Gas Works, formed in 1832, have constituted another material change for the better in Selby. These works were constructed by Mr. Stears of Leeds, for the company. It is to be regretted that the investment of the shareholders is not likely to prove very lucrative.

The Methodist Society in Selby is comparatively of long standing. It appears from the journal of Mr. Wesley, that he twice visited this town. On one of those occasions, he states, that having been at York, and it being known that he was intending to pass through Selby, the incumbent sent him a polite invitation to preach in the church, but having subsequently changed his mind, he informed Mr. Wesley of the fact before that venerable man passed the ferry, and Mr. W. consequently preached in the society's chapel then just erected in Millgate. That chapel continued to be the place of public worship from that period until 1817, when the present commodious edifice was erected. It may not be uninteresting to remark, that this chapel was opened on the very day when the late lamented Princess Charlotte was interred. The sound of the tolling bell heard throughout the day, imparted to the occasion, which would otherwise have been joyous and animating, a character of the most profound solemnity and seriousness.

The number of the members of the Wesleyan Methodist Society in Selby, is rather more than three hundred, and there are six hundred in the rural parts of the circuit. Selby being the circuit town, is the place where the two travelling preachers reside. There are also twenty-six local preachers in the circuit, who on the average have to preach twice on each alternate sabbath day, and one of them has to officiate every Sunday afternoon in Selby. There is a Sunday School connected with the Methodist chapel, containing about one hundred and fifty scholars. Connected with this Society are also—a Tract Society, with forty distributors, who exchange tracts from house to house every sabbath day—a Benevolent Society, which supplies pecuniary and other relief to poor persons in affliction—a Free-Gift Society, the object of which is the relief of members in sickness, when ten shillings per week are allowed, and on the death of a member, who must belong to the Methodist society, it affords six pounds to the widow;—a Wesleyan Methodist missionary society, which is very liberally supported, the income of the last year having amounted to upwards of one hundred pounds,—a society for supplying articles of clothing to poor and suffering families. In the last named and in the benevolent society, the Methodists are materially assisted by the members of the

Society of Friends. The Chapel is situated a little to the south of the Market-Place. The hours of service are ten in the forenoon, half-past two in the afternoon, and six in the evening.

Although several zealous attempts were made about fifty years ago to raise *an Independent Congregation* at Selby, this object was not accomplished until 1808. In that year John Clapham, Esq. of Leeds, and William Bowden, Esq. of Hull, associated with several individuals in Selby, and the result of their combined efforts was the permanent establishment of a Dissenting Society. The Rev. W. Kent, of Gravesend, who in the year we have just mentioned, was on a visit to Hull, accompanied Mr. Bowden to Selby, and preached in a large hired room to a numerous auditory; and such was the effect produced on the occasion, that the Rev. J. Reed, now of London, but then a student at the academy at Hackney, was engaged to preach two months about Midsummer. Mr. Reed's services proved highly acceptable, although they were conducted in a common barn, rudely fitted up for the occasion; and after his departure it was resolved by the individuals who had been collected by his ministry, to attempt the erection of a suitable place of worship. This resolution was fulfilled, and the present chapel in New-Lane was built. It was opened in March,

1809, when sermons were preached by the Rev. Messrs. Bruce of Wakefield, Vint of Idle, and Payne of Hull. The pulpit was occupied by students from Hackney and other academies, until the Rev. J. Pinchback, after preaching several months, accepted the stated pastoral charge. During the time of his ministry, it was found necessary to provide additional accommodation for the hearers, and galleries were consequently erected. The edifice, thus improved, was opened on the 25th December, 1812, when sermons were preached by the Rev. Messrs. Parsons and Eccles of Leeds, and Taylor of Bradford. These sermons were subsequently published. In 1815, Mr. Pinchback resigned his charge; in 1816, he was succeeded by the Rev. T. Mayhew, who resigned in 1821, and was succeeded by the Rev. S. Watkinson. The last named gentleman resigned in 1829, and in July, 1831, was succeeded by the present worthy minister, the Rev. J. Robertson. The chapel is capable of seating between five and six hundred individuals, the average number of the present congregation is about three hundred, there are about fifty persons in the church, the number of the scholars in the Sabbath School is about eighty, and in an associated institution in the village of Barlby, seventy children are under the course of instruction.

The Unitarians have long had a congregation in this town. A chapel was built soon after the commencement of non-conformity in the reign of Charles the Second, but it appears either to have been inadequate for the congregation or to have required general repairs, for the present meeting-house in Millgate was commenced and completed in 1790. The Rev. Thomas Smith, after residing in Selby in his official capacity about forty-five years, removed in 1833, and was succeeded by the Rev. Thomas Simpson, who is the present minister.

The Catholics are likely soon to be accommodated in a much more imposing and respectable edifice than they have hitherto enjoyed. A neat and commodious chapel, in the Gothic style, is about to be erected for them, at the west end of the town, immediately at the entrance to the new Doncaster road. The existing chapel near the Railway Depot, is inconveniently situated. The Rev. George Best is the priest, and the times of service are half-past ten in the morning, and three in the afternoon. In the present chapel is a deservedly admired painting, in fresco, of 'The Holy Family', by Le Brun.

The Society of Friends has not many of its body in the vicinity of Selby, but they have a neat and remarkably comfortable brick-built meeting-house, about the middle of Gowthorpe.

We must not omit to mention, that the hours of divine service at the church are—during the summer at half-past ten in the morning, and three in the afternoon;—in the winter the afternoon service commences at half-past two o'clock.

It will be seen from the preceding statements, that the number of places for religious worship in Selby, is much more numerous in proportion to the extent of the population, than in most of the towns in the vicinity, and especially in the great manufacturing district to the west. It may be further observed, that the people in Selby are generally more moral, decorous, and respectable in their manner of living, and in the style of their deportment, than in the district to which we have just alluded. The traveller from the west, is gratified on arriving in Selby by the neatness, cleanliness, and order which he sees in every direction around him, and which are unknown, where the people are collected in multitudinous masses, within the walls of mighty manufactories.

The chief proprietors in the town and neighbourhood, are the Honourable Edward Robert Petre, second son of the distinguished nobleman known as the great Lord Petre, and Humphrey Osbaldeston, Esq. There are also many copyholders. A court-leet, or copyhold court, com-

prising twelve of the inhabitants, is annually chosen by the steward of the manor. At this court the surrender of copyholds is made, watercourses are examined, and other business is transacted.

The soil of the neighbourhood is very various. Some parts of it are sandy, others are clayey, others are adapted only for pasture, others produce abundantly in tillage, Teazels are grown in the neighbourhood in great abundance, although the demand is likely to be materially diminished by the new cloth dressing machine recently introduced into operation into Leeds. Large quantities of potatoes are grown, and much wood is produced. The aspect of the whole country is beautiful and luxuriant in the extreme.

The Bridge over the river Ouse, was erected by a company of shareholders, the act was obtained in 1790. This is a very remarkable and ingenious structure. Its materials are wood; in order to permit vessels to pass through to York, part of it opens like a leaf, and allows the free transit of the masts and yards of brigs and sloops—the space opened by the leaf when it is turned, is thirty feet, and although the leaf itself is computed to be of the amazing weight of seventy tons, it can be opened and closed by one individual in the short space of a minute.

Near the northern extremity of the town, adjoining to the river, is a spacious yard at which ship-building is extensively carried on, and ships of six hundred tons burthen, have been launched from the yard. The principal articles exported are stone and coal, which are sent coastwise: and the principal trades carried on in the town are sail, rope, and shoe-thread making, boat-building, brewing, tanning, and iron and brass founding.

Selby enjoys the advantage of an excellent reading-room and library, (at W. R. Galpine's, Market-Place) containing approved works in general literature, the magazines, reviews, and newspapers. The reading-room is very commodious, furnished with maps, works of reference, and the subscribers comprise the most respectable individuals in the town and vicinity.

The Society of Odd Fellows in Selby consists of about two hundred members; they hold their annual meeting in May.

A Friendly Society, called the Duke of Clarence's Loyal Society, established in 1792, consists of nearly two hundred members. Its object is to raise a fund, for the mutual relief of the members when in consequence of sickness and infirmity, they are incapable of supporting themselves.

There are two Cricket Grounds in Selby, where the friends of this athletic and manly game, spend

much time in the summer months. The members of the Selby clubs are generally and justly considered adepts at the amusement.

The Banks in Selby are—The York City and County Banking Company, in Gowthorpe-Street, who draw on Barnetts, Hoare, & Co. London; Mr. Robert Morrell, Agent.—And The Yorkshire District Banking Company, in New-Street, who draw on Williams, & Co. London; Mr. I. B. Phipps, Agent.

The principal Inns in Selby are—The George Hotel, Tommy Hawdon; and The Petre's Arms, Daniel Macgregor, both in the Market-Place.

The Post-Office at Selby is situated near the Bridge. Letters from the South arrive every afternoon at five, and from the North every morning at eight.

The Selby Temperance Society was established May, 1833, after a lecture by the Rev. Mr. Jackson, in the Bethesda Chapel. The number of members then included in the society was about thirty; at present there are two hundred and eighty members. The meetings are held monthly in the Friends' Meeting-house.

The Selby Insurance Company is for the insuring of sea-going Vessels chiefly employed in the Yorkshire coasting Trade. Mr. Richard Cliffe is President, Mr. John Lumb, Treasurer, and Mr. George Lowther, Secretary.

We have already referred to the Aire and Calder navigation. A canal from Selby communicates with this navigation, and this circumstance, until Goole rose into its present celebrity, rendered Selby the great unloading port of the manufacturing districts. Prior to the introduction of steam-vessels, scarcely a stage-coach entered the town; but at present there are daily coaches to York, Doncaster, &c. There are at Selby, besides the steam-packets, a number of regular trading vessels to and from Hull, and an establishment of fly-boats to Wakefield, Leeds, Huddersfield, Manchester, &c. for the conveyance of goods brought by the steam-packets.

The town of Selby is one hundred and eighty-two miles north-west of London, fourteen miles south-west of York, ten miles north-west of Howden, nineteen miles north of Doncaster, and twenty miles east of Leeds.

The population of Selby according to the last census in 1831, was at that period, four thousand six hundred, being an increase of nearly six hundred above the census in 1821.

The market at Selby is held on Monday. The annual fairs are held on Easter Tuesday, on the Monday after Boroughbridge Barnabas fair, on the twenty-second of June, and on Old Michaelmas Day. These are fairs for horses, horned

cattle, and sheep. There is also a statute fair for the hiring of servants. This fair is usually held about a fortnight before Martinmas. There are also fairs for flax, &c. on the Tuesday before Candlemas-Day, on the Tuesday before Old Lady-Day, on the Saturday before Old Michaelmas-Day, on the Monday before Old Martinmas, and the Tuesday before Christmas-Day.

These are all the particulars we are able to impart to our readers respecting the neat and agreeable town of Selby. In taking our leave of it for the present, we cannot suppress the avowal of our sincere and anxious hope, that its improvement may be both rapid and permanent, and that the brightest and most sanguine expectations of its residents and friends may be fulfilled.

For the convenience of the mercantile reader, and because information of the trades, &c. of Selby is not generally of easy access, we subjoin a list of the principal inhabitants and professions in Selby.

THE DIRECTORY.

SELBY.

Gentry and Clergy.

Audus, James esq. New-st.
Best Rev. George, Ousegate
Brownlow Mrs. Finkle-st.
Burton Wm. esq. Turnham hall
Capé Mr. John, Gowthorpe,
Dobson John esq. Finkle st
Dobson J. jun. esq. Gowthorpe
Dobson Mr. Joseph, king-st.
Dobson Mr. Wm. millgate
Eadon Thos. esq. Church hill
Evans Mrs. Gowthorpe
France Mr. Thos. Ousegate
Marshall Mr. Thos. Crescent
Massey, Wm. esq Market place
Osbaldeston Humphrey, esq. Gateforth hall
Procter Miss E. Gowthorpe
Procter Mr Thos. Broad st
Procter Mr. Wm. Gowthorpe
Robertson Rev. J. Bank
Staniland Mrs. Crescent
Staniland Mrs Henry, Ousegate
Staniland Wm. esq Crescent
Staniland Saml. esq. Broad st
Walton Rev. J. L. Gowthorpe
Wade Mr. Thomas, Crescent
Waud Sml. Wilks esq, Chester Court
Weddall Charles esq. Ousegate
Wharry Mrs. Ousegate

Academies and Schools.

Bennett Thomas, Gowthorpe
Betty Eliza (ladies' boarding) Crescent
Free School, Church yard—Isaac Butler, master
Hick Mary, Church Yard
Lowther, George, New st
Procter Deborah, Gowthorpe
Simpson Rev. T. King st
Townend John, Gowthorp
Westwood John, Millgate

Agents.

Cay Step. (stone) New st
Cliff Rich, (stone) Canal side
Fisher Thos. Aire and Calder Navigation-Office.
Lumb John, (stone) Ousegate
Smith W. railway office, ouseg.
Peel John, (stone) Ousegate
Wilkinson J. (stone) Ousegate

Attornies.

Battle William, Market-place
Dodsworth John, Market-place
Newstead & Richardson Brd. st
Parker Edward, Crescent
Pearson M. (& coroner) Escrick street

Auctioneers and Appraisers.

Armstrong Charles, Gowthorpe
Farrington Thos. Market-place
Hick David, Church yard
Milnes John, New-lane

Bacon and Flour Dealers.

Briggs William, New st
Chapman Geo, Market-place
Coverdill John, Gowthorpe
Green Thomas, New st
Hawdon Richard, Broad st
Johnson James, Ousegate
Obee Isaac, Market-place
Rockett Wm. Market-place
Staniland Robt. Church lane

Flour Dealers, &c. continued.
Tutill Thomas, church lane
Twist Christopher, new-lane
Webster James, gowthorpe
Wright George, gowthorpe

Bakers and Flour Dealers
Burton William, ousegate
Cheetham Thomas, water lane
Dobson Edward, james st
Lee William, broad st
Smith Jonathan, church yard
Taylor Thomas, ousegate
Turner Robert, broad st
Webster Richard, wren lane
Wilson William, church lane

Basket Makers.
Mitchell Joseph, water lane
Scowby George, millgate
Smorfitt David, gowthorpe
Smith William, finkle st.

Blacksmiths.
Clarkson James. millgate
Dyson Isaac, new lane
Richardson Robert, broad st
Stickney William, gowthorpe
Varley Matthew, king st
Wardenley Wm. wren lane
Westerman John, water lane

Block and Mast Makers.
Nappey Joseph, ousegate
Rhodes Robert, ship yard
Robinson William, ship yard

Boat and Barge Builders.
Gutteridge Samuel, ousegate
Jackson Thomas, ship yard
Tasker Thomas, ship yard

Booksellers, Stationers, Binders, Printers, &c.
Galpine Wm. Rd. (library and news-room) market-place
Booth Hannah, finkle st
Tune James, finkle st

Boot and Shoe Makers.
Ardington John, broad st
Arundell George, king st
Bointon Henry, new st
Collinson James, ousegate
Cusworth John, church hill
Elgie Richard, gowthorpe
Foster John, broad st
Johnson Thomas, gowthorpe
Kitson George, millgate
Marshall William, ousegate
Myers George, finkle st
Obee Abraham, gowthorpe
Richardson Geo, church lane
Shaw John, gowthorpe
Smith James, church lane
Sutherby William, gowthorpe
Varlow Margaret, new lane
Watson George, ousegate
Wright John, ousegate

Brasiers & Tin-Plate Workers.
Atkinson Henry, broad st
Popplewell Richard, gowthorpe
Smith William, finkle st
Wilson Joseph, wren lane

Brewers and Maltsters.
Bradley John, ousegate
Foster John, abbey brewery
Wheater & Bew, broad st

Brick and Tile Makers.
Richardson & Co. bondgate
Smithson Thomas, bondgate

Bricklayers.
Atkinson Thomas, millgate
Foster Wm. millgate
Hall James, water lane
Kirlew John, gowthorpe

Butchers.
Agar John, finkle st
Anson Joseph, gowthorpe
Anson Robert, ousegate
Burtt William, millgate
Bradley Samuel, church lane
Briggs, Robert, new st
Burton George, canal side
Burton Thomas, ousegate
Burton William, broad st
Blanshard David, new st
Bean William, ousegate
Castell Thomas, broad st

Butchers—continued.
Clarkson George, ousegate
Collinson William, church hill
Howcroft Richard, gowthorpe
Nutt David, wren lane
Poole Samuel, broad st
Shaw John, gowthorpe
Spear William, ousegate
Wood Robert, millgate
Wright Thomas, ousegate

Cheesemongers.
Burton William, ousegate
Chapman George, Market-pl.
Procter, & Co. market-place
Procter, Massey, & Co. brd. st.
Pullen Richard, canal side

Coal Dealers.
Liversedge William, millgate
Pegg John, broad st

Coopers.
Mitchell Joseph, water lane
Scowby George, millgate

Curriers and Leather Cutters.
Galsworthy John, broad st
Hawdon William, broad st
Obee William, market-place

Druggists.
Adams Robert, market-place
Colton Thomas, ousegate
Spivey William, crescent

Earthenware Dealers.
Grace Thomas, water lane
Johnson John, wren lane
Simpson William, gowthorpe

Fire, &c. Office Agents.
ATLAS, Newstead & co. brd. st.
COUNTY, H. Mann, finkle st
GUARDIAN, J. Adams, jun. fin.
LEEDS & YORKSHIRE, H. Pitt, market-place
NORWICH UNION, Rt. Adams, millgate
ROYAL EXCHANGE, Jn. Dodsworth, market-place
SUN, Wm. Battle, market-place
YORKSHIRE, T. Spivey, ouseg.

YORK & NORTH of ENGLAND, Geo. Chapman, market-pl.

Grocers and Tea Dealers.
See also Shopkeepers & Tea Dealers
Bew Robert, market-place
Burton William, ousegate
Chapman Geo, market-place
Ellison, G. & Son, ousegate
Hick William, king st
Lee William, broad st
Leethem William, finkle st
Rawlinson Wm. church hill
Richardson Joseph, ousegate
Shillito William, gowthorpe
Spear Henry. broad st
Turner Robert, broad st
Varley James, market-place

Gardeners and Seedsmen.
Blaydes Christopher, millgate
Chatterton Thos. gowthorpe,
Otty John, millgate
Palfrayman J, Brayton lane
Richardson Thomas, new lane
Ratson William, broad st

Hair Dressers.
Banks John, ousegate
Blythe William, ousegate
Bradford John, market-place
Burton, James, gowthorpe
Copley Joseph, gowthorpe
Jackson, Samuel Hirst, broad st
Obee, Christ. market-place
Wilson Thomas, king st

Hat Manufacturers & Dealers.
Armstrong Wm, gowthorpe
Bennett Elizabeth, finkle st

Inns.
George Hotel (and posting house) T. Hawdon, mark-pl.
Petre's Arms, Dan. Macgregor, market-place

Iron Merchants,
Adams John, finkle st
Liversedge&Richardson, brd. s

Iron and Brass Founders
Adams John, finkle st
Smithson Thomas, millgate

Joiners and Cabinet Makers.
Andrew Nathaniel, gowthorpe
Armstrong Charles, gowthorpe
Armstrong Christ. church lane
Armstrong John, gowthorpe
Bairsto George, gowthorpe
Bairsto, George jun, millgate
Briggs John, gowthorpe
Dobson James, gowthorpe
Harrison Benjamin, gowthorpe
Jackson Thomas, ousegate
Staniland Robt. church lane
Turton James, gowthorpe
Waud J. (& turner) gowthorpe

Linen and Woollen Drapers.
Glew John, Church yard
Kidson William, crescent
Leethem Thomas, finkle st
Lowther Esther, ousegate
Mc'Harg, Thomas, king st
Mann, Henry, finkle st
Parker Thomas, market-place
Richardson Joseph, ousegate
Sweeting Michael, crescent
Twist Joseph, market-place

Merchants.
Dobson J. & Co. (flax) millgate
Procter, Massey, & Co. (flax & seed) broad st
Pullen Richard, (flax, cheese, &c.) canal side

Milliners.
Bennett Elizabeth, finkle st
Bointon Ann, new st
Bolland Elizabeth, new st
Bromhead Harriet, new st
Bustard Ann Fuller, gowthorpe
Box C. & E. new st
Delanoy S. broad st
Elsworth Grace, new st
Elgie Martha, gowthorpe
Fisher Sarah, broad st
Foster Eliza, ousegate
Glew Sarah, church yard
Harrison Ann. gowthorpe
Morley Hannah, water lane
Richardson Ann, new lane
Shillito Sarah, broad st
Watson Hannah, broad st

Millwrights.
Allinson Henry, millgate
Tyson Isaac new lane

Painters, . . House, Sign, &c.
Bairsto William, gowthorpe
Bulmer William, church lane
Finch Ann, broad st
Hall John, church hill,
Wardell William, gowthorpe

Plumber and Glaziers.
Bramley William, gowthorpe
Iles Benjamin, king st
Liley William, church lane
Smith William, finkle st

Rope and Twine Makers.
Butterworth John, gowthorpe
Butterworth Joshua, gowthorpe
Farrington Thos. market-place
Fisher Thos. (rope) canal side
Morley Mary, gowthorpe
Procter & Co, market-place
Shaw Robert millgate
Twist John, gowthorpe

Retailers of Beer.
Baines Thomas, millgate
Blyth Elizabeth, millgate
Buttle George, Ousegate
Hawdon Richard, broad st
Hood George, wren lane
Healas Joseph, ousegate
Jones William, millgate
Twist Christopher, new lane
Wilson Thomas, king st
Wilkinson John, gowthorpe

Ship and Anchor Smiths.
Gutteridge Samuel, ousegate
Richardson Robert, broad st

Ship Owners.
Audus James, Esq. new st
Dunhill William, ousegate
Parr Capt. thorndon's buildgs.
Pitt Burgess, escrick st
Shillito William, water lane

Ship Owners—continued.
Standring Thos. church hill
Standring William, escrick st
Staniland William, new st
Shoe Thread Manufacturers.
Gibson Joseph & Son, Portholme Mill
Procter and Co. broad st
Shopkeepers, &c.
Abbey John, millgate
Annalley Mary, ousegate
Blaydes, Christopher, millgate
Clark Elizabeth, canal side
Hall Jane, broad st
Jackson Mary, canal side
Ledsham George, canal side
Morley John, gowthorpe
Saxton Hannah, millgate
Spear Mary, ousegate
Tasker Thomas, canal side
Stone and Marble Merchants.
Bradley W. (&mason) ousegate
Liversedge & Son, millgate
Staniland William, new st
Straw Hat Manufacturers.
Armstrong Mary, gowthorpe
Arundell Betsey, king st
Copley Mary, gowthorpe
Elsworth Grace. new st
Howcroft Hannah, gowthorpe
Owen Sarah, millgate,
Surgeons.
Burkett John, crescent
Fothergill J. & Son, gowthorpe
Graham, A. F. T. new st
Saddlers.
Brewer John, market-place
England Mary, gowthorpe
Howarth George, church hill
Sail Makers.
Carr Stephen, ship yard
Gouldsbrough Thos. ship yard
Jackson Willm. east common
Tailors.
Carr John, millgate,
Dickinson John, finkle st
Glew John, church yard
Golton Charles, wren lane
Hackers Samuel, water lane
Hutchinson James, park st
Jackson Charles, broad st
Lumley William, church lane
Leaf William, broad st
Mountain James, broad st
Obee Henry, james st
Pearson Martin, broad st
Shaw John, ousegate
Smith Charles, gowthorpe
Sutherby William, church hill
Tate Robert, millgate
Walker John, millgate
Woodall James, gowthorpe
Tallow Chandlers.
Ellison Geo. & Son, ousegate
Rawlinson Wm, church hill
Shillito William, gowthorpe
Tanners.
Hood George, gowthorpe
Jackson Mary, gowthorpe
Tea and Coffee Dealers
Adams Thomas, gowthorpe
Bolland Elizabeth, new st
Pitt and Pearson, market-place
Wood Godfrey, market-place
Taverns and Public Houses.
Anchor, Wm. Tate, church hill
Bay Horse, J. Palframan, broad st
Black Moor's Head, Rd. Precious, finkle street
Blue Bell, James Gamble, ousegate
Chequers, William Wilson, millgate
Cherry Tree, John Harper, ch. hill,
Dog, Ann Robinson, gowthorpe
Duke of York, Mary Dunhill, ouseg
Gate, Pitt & Pearson, gowthorpe
Grey Horse, Geo. Corbitt, gowthorp
Griffin, Thos. Castell, broad street
Jutty, John Cape, ousegate
Lord Nelson, Mich. Lelew, ouseg.
Masons' Arms, John Peel, ousegate
Neptune, John Lumb, ousegate
New Inn, Robt. Addinell, market-pl
Odd Fellows' Arms, R. Jubb, gowtp
Rose & Crown, J. Thornton, new s
Royal Oak, Rich. Green, ousegate

Taverns—continued.

Leeds Arms, Wm Perkins, broad st
Ship, Ruth Watson, market place
Ship Inn, W. Tomlinson, water la.
Shoulder of Mutton, Rt. Wood, mil.
Railway Tavern, J. Wilson, ousegt.
Swan, Thomas Taylor, ousegate
Unicorn, Thomas Nappey, bondgate
Union, John Turner, broad st
White Swan, John Pegg, broad st

Timber Merchants.

Adams John, finkle st
Liversedge and Son, millgate
Twist John, gowthorpe
Varley Samuel, Selby common

Turners in Wood.

Cusworth William, king st
Waud John, gowthorpe

Watch and Clock Makers.

Barton James, gowthorpe
Brown Charles, finkle st
Richardson Wm, market-place
Thompson James, new st

Wharfingers.

Brook James, ousegate
West, Pearson, & co. ousegate

Wheelwrights.

Briggs John, gowthorpe
Clarkson, Joseph, millgate
Green John, broad st

Wine and Spirit Merchants.

Adams Robert, market-place
Bean George, new st
Bilton Patience, gowthorpe
Hick Jane, finkle st.
Pitt & Pearson, market-place
Standring & Burton, ousegate
Richardson John jun. broad st
Shillito William, gowthorpe

Miscellaneous.

Adams Wm. farrier, james st
Abrams . excise off. gowtp.
Armstrong W. licensed to sell game, gowthorpe
Butler I, pipe maker, james st
Cooke J, excise off. church yd.
Clarkson James, Farrier, mil.
Dobson & co, seed crushers, mil
Drake John, licensed to let horses, &c. gowthorpe
Dobson & co. worsted manufact.
Ellis J, perpl. overseer, gowtp.
Freeman J. Farrier, broad st
Galpine W. R. Rope, Rag, and Paper Merchant—Dealer in Paper Hangings, market pl.
Hick D. chief constable, ch. yd
Haigh John Luke, church lane
Jackson J. fish monger, brd. st.
Jagger Mary, hosier, finkle st
Jubb Mary, fruiter, gowthorpe
Linton and co. engineers and patent boiler makers, ousega.
Morley Thos. & co. licensed to let horses, &c. gowthorpe
Richardson & Son, millers, mil.
Rawlinson W. rope and rag merchant, church hill
Twist John, sacking, nail-bagging, tarpauling, &c. manufacturer, gowthorpe
Welburn Michl. custom-house officer, ousegate
Wood G. confectioner, mar-pl.
Whitelock — organist at the church, organ builder, &c. thornton's buildings.

CHAPTER VII.

THE

OUSE AND THE HUMBER.

SELBY is situated on the river Ouse, which as it is connected with the grandest system of rivers in the British islands, demands particular description in the present work. The river, in the highest part of its course, is called the Eure or Ure. It rises in the mountains between Yorkshire and Westmoreland, at a place called Lady's pillar. After a beautiful course, and collecting many tributary streams through the gorgeous valley of Wensley, it becomes the boundary between the North and West Riding a little below Masham, and continues to be so until it arrives in the vicinity of Ripon. It receives the river Swale at

Myton, and about six miles below Boroughbridge it takes the name of the Ouse from an insignificant rivulet with which the united rivers there form a junction. At Nun-Monckton it is augmented by the waters of the Nidd, which rises in the north-western extremity of the fine valley of Netherdale, through which it flows, and passes by Pateley-Bridge, Ripley, and Knaresborough. The Ouse thus augmented flows gently on to York, where it is joined by the Foss, a small stream which takes its rise near Craike Castle, and not far from the western extremity of the tract of country called by Mr. Young the Howardian Hills. From York the Ouse, with some considerable windings, takes an almost directly southerly course, and becomes the boundary between the East and West Ridings. About eight miles below York, the Wharf, which rises at the foot of Craven Hills, and waters the beautiful district of Wharfdale, having passed by Otley, Wetherby, and Tadcaster, and crossed the West Riding in a course of more than fifty miles, discharges itself into the Ouse at the village of Nun-Appleton. After this new accession to its waters, the Ouse flows south-east, with a smooth and broad stream by Selby, and about four or five miles below that town directs its course nearly east, till it receives the Derwent. This is another distinguishing fea-

ture in this great system of rivers. The Derwent rises in the eastern moorlands of the North Riding, about four miles from the sea, and eight or nine miles from Scarborough. After passing by the exquisitely beautiful village of Hackness and the picturesque valley to Ayton, it runs in a line parallel to the coast until it comes to the foot of the Wolds. Its direction is then west and afterwards south-west. Having received the Rye from Helmsley, it passes by the town of Malton, where it becomes navigable for vessels of twenty-five tons burden. It then forms the boundary between the North and East Ridings from its junction with the river Hertford, until it approaches Stamford-Bridge, where it enters the East Riding, within which it runs until it falls into the Ouse near the village of Barmby, about four miles above Howden.

After the Ouse has received the Derwent, its course continues nearly south-east, and within less than a quarter of a mile of Booth-Ferry it receives the united streams of the Calder and the Aire. Both these rivers have been more than once mentioned in the preceding pages, and both demand incidental notice. The Aire is one of the most interesting, if not the most important river. in the West Riding of Yorkshire. Proceeding from the stupendous rocks of Malham Cove, it glides along

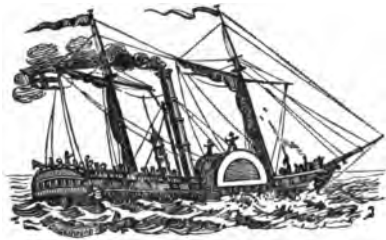
the winding and luxuriant valley of Airedale, until it arrives in Leeds, to whose inhabitants it affords the inestimable benefits of inland navigation. At Castleford it receives the Calder, which rises in the mountainous district on the borders of Lancashire near Todmorden, pursues a tortuous course through a valley celebrated for its natural beauties and the number and peculiar manners of its inhabitants, passes two miles south of Halifax, and flows by Dewsbury and Wakefield to its junction with the Aire. The latter river thus augmented holds an easterly course, until after passing within a very short distance of Snaith, it runs nearly north-east to its confluence with the Ouse a little below Armin. The Don flows into the Ouse two or three miles further to the south. This river rises in the hills beyond Penistone, flows in a south-easterly direction to Sheffield, when it turns to the north-east, passes by Rotherham, flows through a narrow valley by Conisborough and Doncaster, then enters the flat country to Thorne, where it turns to the north, runs in that direction to Rawcliffe-Bridge, and then north-east until it falls into the Ouse at the town of Goole.

When the Ouse has thus received all these rivers, it becomes a truly magnificent stream, as wide as Thames at London, it makes a circuit to the near Swinefleet, and then takes a north-

easterly direction to its confluence with the Trent from Lincolnshire. Here it takes the name of the Humber, the Abers of Ptolemy, and becomes more than a mile in width. At Bromfleet it receives the little river Foulness, which has its source at Goodmanham, and passing by Market-Weighton, makes a circuitous tour to the west, but answers no purposes of navigation. The Humber, rolling eastward its vast collection of waters in a stream enlarged to between two and three miles in breadth, washes the large and commercial town of Hull, where it receives the river of that name, which rising near the foot of the Wolds, takes a southerly direction at Driffield, and passing within about half a mile of Beverley, continues its course to Hull, where its mouth forms a secure but contracted haven. A few miles below Hull, and opposite to Hedon and Paul, the Humber takes a direction south-east, and widening into a vast estuary of about six or seven miles in breadth, disembogues itself into the German Ocean.

The preceeding brief and rapid description will shew, that with the insignificant exceptions referring to part of the course of the river Eske and Ribble, of some small brooks which run into the Tees, and some diminutive streams which are absorbed in the German Ocean, all the waters which give fertility and beauty to the whole county of York are-

received and carried off by the Ouse. Thus this river, with the exception of the Thames and Severn, may be considered the most important in England, and it probably conveys to the ocean a greater body of water than either of them. The Humber, resembling the trunk of a tree, spreading its branches in every direction, commands, by the numerous rivers which it receives, the navigation and trade of a very extensive and commercial part of England. This inland communication is also greatly aided by several canals, which being of a more local nature, will be not noticed in the present work.



THE VOYAGE.

THE course of the Ouse from Selby Bridge to its junction with the Humber, is very serpentine, and the traveller proceeding by the steam-packet, frequently finds himself, after traversing a considerable number of miles, in sight of the same landmark. The navigation, too, is intricate on account of the numerous shifting banks or shoals, upon which the vessels frequently fasten, to the great annoyance of the passenger. The scenery on each side of the river is seldom picturesque, and never romantic; the country, except within the range of the distant wolds of Yorkshire and Lincolnshire, is a dead uninterrupted flat; and the view is frequently limited by the high mud-banks which

completely close in the river. The most pleasing scene on the Ouse unquestionably is at SALTMARSHE, where the beautiful seat and grounds, never fail to arrest the gratified attention of the passengers.

After leaving Selby and passing TURNHAM-HALL, the residence of William Burton, Esq. the beautiful spire of

HEMINGBROUGH CHURCH

forms a pleasing and very striking object. This rural village stands at some distance from the river, and contains nothing remarkable. A little further down the Ouse, than the spot opposite the site of Hemingbrough, the river Derwent, whose course we have already described, mingles its waters with those of the larger stream.

A short distance from the junction of the Derwent, on the right bank of the river, stands the parish town of

DRAX.

This town, or rather village, is four miles from Snaith, and contains a population of three hundred and seventy persons. The benefice is a vicarage, valued in the parliamentary returns at eighty-eight pounds; the patron is the King. The church is dedicated to St. Peter. Drax is remarkable for its Free Grammar School, founded in 1667, by Charles Read, gentleman, of Darleton, in the

county of Nottingham, who was born in this parish. He erected a school-house and dwelling for a master, as also six alms-houses, in the town and parish of Drax; and designed the same school-house for a free-school and a master for ever, to teach the youth of the parish in reading, writing, accompts, and also Latin, Greek, and Hebrew. If any of the boys be deemed fit for the university, they are sent to either Cambridge or Oxford.

By the will of the founder, the management of the charity is vested in trustees, who are now acting under a decree of the court of chancery. The trustees are Humphrey Osbaldeston, Esq. and Samuel Wilks Waud, Esq.; and the present master of the school is the Rev. B. Smith.

The history of this benefactor is not a little extraordinary. In the early part of the seventeenth century, as some husbandmen were labouring in the fields near the town, their attention was excited by a faint, feeble, tremulous wail. Astonished by so strange an occurrence in so sequestered a scene, they approached the place from whence the cry proceeded, and found among some reeds, a fine healthy infant boy, left by some unnatural mother to perish, no doubt, as she supposed, far from observation and relief. The little stranger was immediately conveyed to the work-

house; every attention was benevolently paid to it; it was baptized by the name of Charles Reed, with allusion to the reeds amongst which he was found; but notwithstanding a most patient and assiduous investigation, no trace could be obtained to lead to the detection of its criminal and barbarous parents. When the foundling became competent to the aquisition of knowledge, and his intellectual powers were developed by his advance to boyhood, he exemplified so much accuteness, intelligence, and talent, that the persons to whom was intrusted the superintendence of the poor of the township, laudably determined to afford to him every opportunity for improvement in their power. They sent him to the village school; he soon outstripped his teachers in grammatical and arithmetical knowledge; and he displayed such a spirit of prudence, perseverance, and enterprise, that he afforded abundant proof that he was destined to be no ordinary character. When he grew up, and of course became acquainted with the history of his abandonment, his discovery, and his reception by the parish, he felt a rooted aversion to remain any longer in a place where he could be pointed at by the finger of ungenerous scorn, where he was constantly liable to the bitter taunts of his scoffing companions, and where his dependent situation entailed upon him the necessity of submitting to the

labour and the insults of the most abject and menial situation. He therefore respectfully informed his parochial protectors, that it was his fixed and irrevocable determination to leave Drax, and he requested them, in the exercise of the kindness which had uniformly prompted their treatment of him, to obtain for him a place on board some ship, bound to a port in a distant part of the world. The conciliating and even affectionate manner in which the gentlemen to whom he applied acceded to his wishes, made an indelible impression upon his heart, and he declared that such was his sense of the favours conferred upon his helpless infancy and his advancing youth, by the inhabitants of Drax, that they should discover, whenever a proper opportunity was afforded, that he knew how to devote to their service the results of the existence they had saved.

A situation was procured for the foundling on board a ship commissioned to the East Indies. When the vessel arrived at Madras, he left it, and obtained some official employment among the English residents in that settlement. By his diligence, his integrity, and his exemplary conduct, he obtained the esteem of his superiors, he rapidly advanced along the successive stages of subordinate responsibility, until he occupied a station where wealth and power were placed at his command. He

never, however, forgot the declaration with which he left his friends in this riding; he abandoned all intentions of forming any matrimonial engagements; and considering the township of Drax to have supplied to him the relation of father, of mother, and of kindred, he conceived it to be his duty to devote his opulence to its welfare. Upon his death it was discovered that he had bequeathed all his property to be held in trust for the use of the township for ever, with some particular stipulations which sufficiently indicated his sense of the kindness which had been displayed to him in former times. The income derived from this property has been strictly appropriated agreeably to the wish of the founder, and has bestowed the blessings of education upon hundreds, who would otherwise have always languished in the degradation and helplessness of unmitigated ignorance.

This was one of the most memorable instances of gratitude which ever occurred, and is well worthy of record in the history of the country.

LONG-DRAX,

Although now a poor and diminutive village, containing not two hundred inhabitants, was formerly a place of great importance in this neighbourhood In very early Norman history we find that the followers of William the Conqueror

had erected a very strong castle here, from which they kept the whole neighbourhood in awe. By Philip de Tallevilla this castle was so completely fortified, that, relying on the courage of his men, and store of arms and provisions, he held out against King Stephen, but the castle was quickly taken and reduced by the king. William Paganell, in the time of Henry I. at the instance of Thurstan, Archbishop of York, founded a priory here for canons of the order of St. Austin, and dedicated it to St. Nicholas. It was valued, at the dissolution, at £104. 14s. 9d. Not a vestige of this priory is now to be found, nor was there in Burton's time, without digging; and its site is only known by a farm-house in the township, bearing the name of Drax-Abbey.

In the neighbourhood of ARMIN the attention of the traveller is arrested by a fine old church steeple on his left, which designates the market town of

HOWDEN.

This quiet and pleasing market town, is situated twelve miles south-west from Market-Weighton, and (by land) twelve miles east by south from Selby. It does not stand by the river side, but is situated a mile from its banks, and is surrounded on every side by a very fertile country. The town itself is very dull, it has no manufactures, and no trade,

except what is derived from the attendance of the farmers at the markets. Formerly Howden was a place of considerable consequence, and was dignified by a stately palace, belonging to the Bishop of Durham, the remains of which are still perceptible. Wressel Castle, also once the splendid baronial residence of the Dukes of Northumberland, is about four miles from the town. Howden is one of the stations named in the new boundary act, for taking votes at the election of members to represent the East Riding of the county; and a court leet is held here for the recovery of small debts, and courts leet, baron, and halmot occasionally. The principal ornament of Howden is the beautiful church, a noble and spacious cruciform structure, formerly collegiate. It is dedicated to St. Peter. Its lofty square embattled tower, rising from the interesection, is a conspicuous object to the surrounding country. The west front is a bold and fine composition, and the east end, now in ruins, was one of the richest specimens of decorated style in the kingdom. The chancel having fallen into decay, the nave was fitted up in 1636, for the performance of divine service. In the north aisle of the choir, and in a chapel near the south transept, are two finely executed monuments in the decorated style. The chapter-house, the roof of which has fallen in, was

a superb octagonal edifice, in dimensions inferior only to the chapter-house at York: it contains thirty canopied stalls, richly ornamented with tabernacle work. The living is a vicarage not in charge, in the gift of the crown, and incumbency of the Rev. Thomas Guy. The township of Howden contains upwards of two thousand inhabitants, and the parish upwards of four thousand five hundred. There are two news-rooms at Howden, which are well supported, and considerable public spirit has been occasionally manifested in the town. The market is held every Saturday. There is a fair every alternate Tuesday for cattle and horses, and annual fairs on the 15th, 16th, and 17th of April, and the 25th of September.

The course of the Aire we have already described. It forms a junction with the Ouse, near the village of Armin, about two miles to the west from Howden.

ARMIN

Is in the parish of Snaith and forms a considerable village. The chapel, which is a small edifice, is a perpetual curacy, valued in the parliamentary returns, at £33. 12s. 9d. It is in the patronage of H. Yarburgh, Esq.

BOOTHFERRY

Affords the principal means of transit, between Howden and Goole. The inn here, kept by Mr.

Wells, has long been remarkable for excellence and comfort. We must not omit to state that passengers proceeding down the river from Selby to Howden, usually land at

HOWDENDIKE

Where there is a good house of entertainment.

GOOLE

IS a sea-port and post town in the West-Riding of Yorkshire—the parish of Snaith—the wapontake of Osgoldcross—and the honor of Pontefract; situated at the angle formed by the junction of the Dutch River with the river Ouse, and about ten miles from the point where the waters of the latter river unite with those of the Trent to form the Humber.

It is distant about twenty-five miles west from Hull—thirty-three miles east from Leeds—twenty-nine miles north-east from Wakefield—twenty miles east from Doncaster and Pontefract—eighteen east from Ferrybridge,—fourteen miles south-east from Selby—and four miles south from Howden.

Fifteen years ago Goole was an obscure and insignificant village, and for any thing which then appeared it was likely to remain so;—it is now a port for foreign trade, already presenting to the

eye very much of the bustle and activity which characterise those busy haunts of men, and from its contiguity to the great manufacturing districts of Yorkshire and Lancashire holding out every prospect of continued and increasing prosperity. It is due to the *Undertakers of the Aire and Calder Navigation* to state, that it is entirely owing to their spirited and persevering efforts that this wondrous change has been effected.

In the year 1820, that Company obtained an Act of Parliament empowering them to make a Canal from Knottingley to Goole, which canal opening into the river Aire, at Ferrybridge, and terminating in a spacious dock at Goole, was completed and opened to the public on the 20th July, 1826. Towards the close of the following year a commission was issued from his Majesty's Court of Exchequer constituting Goole *a Port for Foreign Trade,* and admitting it at once to all the privileges thereunto appertaining. On the 6th of April, 1828, the business of the port commenced, the brig '*Stapler*' of London, of 164 tons register, Capt. Robert Chambers, being the first vessel which loaded outwards for Hamburgh. Although so far inland, vessels drawing from fifteen to nearly seventeen feet of water have since that time been brought up to Goole by the agency of Steam Tugs, from Hull, in perfect safety; and the business of

the port, foreign as well as coastwise, has increased beyond the expectations of its most sanguine friends.

The accommodations at Goole consist at present of two Docks and a Basin or Entrance Harbour, which communicate with each other and with the river Ouse, by means of Locks, the largest of which locks is capable of admitting vessels of three hundred tons register burthen.

The following are the dimensions of the docks:

	Length. ft.	*Width.* ft.	*Depth.* ft.
Entrance Harbour,.....	250	200	19
Ship Dock,.....	600	200	18
Barge Dock.....	900	150	10

The Entrance Harbour is chiefly appropriated to the use of Steam Packets, and for the passage of vessels between the canal or docks and the river. The Ship Dock will hold from fifty to sixty sail of square rigged vessels, of which number seventeen can load or unload at the quays at the same time. The Barge Dock, which terminates the canal, is calculated to accommodate about two hundred sail of the small craft, which are employed in the coasting or inland trade of the district. On the north side of this dock, and near its western extremity one of *Morton's Patent Slips* has been put down, upon which vessels measuring from three to four hundred tons register may be hauled and repaired.

The Legal Quays are co-extensive with the docks, adjoining which are two very large Warehouses, (one of which being *a Warehouse of Special Security*, is entitled to peculiar and very important privileges) containing together upwards of twelve thousand superficial yards, of vaults and floors for the bonding of every description of merchandize. There are also spacious Sheds and a range of Yards for bonding deals and iron—a Pond for the reception of timber in bond, capable of containing three thousand loads—with every other accommodation which modern ingenuity could devise, to promote (as has been officially reported by the highest authorities in the kingdom) "the despatch of business combined with the most ample security, as well to the revenue as to the merchant." For the warehouses and timber pond, general bonds have been given by the company, whereby the merchants are saved both expense and trouble.

The Docks and Canal were executed by Messrs. Jolliffe and Banks, from the plans and under the superintendence of George Leather, Esq. of Leeds, civil engineer. The warehouses and other buildings were designed by Messrs. Woodhead and Hurst of Doncaster, Architects, and erected under their inspection; the whole of the work being completed in a style which reflects the highest credit upon all those engaged in it.

In the month of June, 1828, the Royal Assent was given to another act of parliament empowering the Company to complete their projected improvements in the navigation of the rivers Aire and Calder, to Leeds and Wakefield, and also to provide further accommodation at Goole, as it might be wanted. Under the authority of this act, the additional works which have been rendered absolutely necessary, by the rapid extension of steam navigation, are now in progress. These works consist of a Dock, with an entrance Lock from the river Ouse, a little to the northward of the present ship lock. This lock is intended to be two hundred feet in length by fifty-eight feet in width, with a proportionate depth of water; and when completed it will be the largest lock at present in England. The Dock into which it is to open, will communicate with the present ship dock, which is to be lengthened at its northern end, and here *the largest class of sea-going steam vessels* can be moored in safety, and have uninterrupted means of approach alongside the different quays, sheds, and warehouses, either to take on board or discharge their cargoes. It is also intended to excavate one or more Dry Docks for the repair of these large steam vessels and their machinery. These most important works are under the plans and superintendence of the same eminent engineer who

devised the former ones. The execution of them has been contracted for by Hugh Macintosh, Esq. of London, who has engaged to have them completed early in the next year (1836.) The first stone of the new works was laid on Thursday, the 19th of February, 1835, and when completed, Goole may fairly claim to rank amongst the first of the ports of the British empire, in respect of accommodation and facility for the despatch of business.

The Customs and Excise departments are accommodated in the eastern front of a handsome building erected between the docks and the entrance harbour; the remaining sides of which building are appropriated for Merchants' Offices, an arrangement productive of the greatest convenience to all parties.

Some idea of the extent of the Revenue Duty required to be performed at Goole, may be formed when it is known that the Lords of the Treasury have been pleased to class it with the ports of Exeter, Gloucester, Portsmouth, Sunderland, Yarmouth, Aberdeen, Glasgow, and Limerick. Its limits, as laid down by the Commissioners named in the Exchequer Commission, extend from the point of land which separates the Ouse from the Trent, and comprise all places above that point to which vessels can be navigated, including Thorne, Selby, York, Leeds, Wakefield, &c.

The imports consist generally of the produce of the different countries of Europe and the British plantations in America—sheeps' wool from Germany forming the most considerable item. The exports comprise the manufactures of the great clothing districts of Yorkshire, Lancashire, and Derbyshire, including also those peculiar to Sheffield and Birmingham.

The privilege of bonding goods is possessed at Goole to a greater extent than in any other port in England, with the exception of London, *in consequence of the warehouse of special security*, the advantages peculiar to which can be best appreciated by those who are engaged in the importation of foreign merchandize, and more especially by those in the wine, spirit, tea, coffee, and fruit trades.

Of the coasting business which is carried on to a very great extent with all parts of the kingdom, the *Coal Trade* forms no inconsiderable feature, the average quantity shipped being about one hundred thousand tons annually.

The following abstract will shew the extent and importance of the trade of the port of Goole, during each of the first seven years of its existence.

Average of Duties received, ... £ 50,500
(the receipt of 1834 being £ 77,000)
Average weight of Sheep's Wool imported 5,230,000 *lbs.*
Do. Quarters of Grain and Seed do. 35,000

Average weight of Cotton Twist exported, 11,000,000 *lbs.*

Do. declared Value of Exports,..... £ 1,376,000 exclusive of those goods on which no official value is required to be stated.

Average of Ships Inwards, from Foreign Ports,.... 158

Do. do. Outwards, do. 127

Do. do. Inwards, Coastwise 1240

Do. do. Outward, do..... 1619

Do. of Vessels registered 27, admeasuring together 2,000 Tons, exclusive of the Craft employed in the internal navigation of the District.

The following are the officers of his Majesty's Customs belonging to the port of Goole.

BENJ. BEDELL, Esq. Collector. Mr. R. WILLINGALE, Clerk.

FREDERICK CASSELL, Esq. Comptroller and Landing Surveyor.

Mr. GEORGE WITT, Searcher and Landing Waiter.

Mr. THOMAS PARRY, Tide Surveyor.

with other subordinate officers.

At the Out Stations.

Mr. MICHAEL WELBURN, Principal Coast Officer, SELBY.

Mr. THOMAS WATSON, Coastwaiter, LEEDS.

Mr. GEORGE LINOM, Coastwaiter, YORK.

Excise Department.

Mr. CHARLES WELLS, Export Officer and Permit Writer.

Steam-Packet and other Conveyances Foreign, Coastwise, and to the Interior.

The staple trade of the port, namely, the export of cotton twist and other manufactures to Germany, and the import of sheep's wool in return, has been carried on by different lines of sailing vessels of the first class, under the agency of Mr. Richard Clay, Jun. and Mr. Geo. Greenwood.

But in the month of July, 1834, in compliance with the demands for still increased despatch, which about that time became irresistible, the communication with the opposite continent was further improved by means of steam-packets weekly, which were successfully employed on the station, during the remainder of the shipping season. Of the ultimate consequences to Great Britain, and to the world at large, of the mighty commercial revolution which the application of steam to the purposes of navigation seems destined to effect, it is not our province to hazard a conjecture. It may, however, be predicted, that it will have at least one property common to all revolutions, namely, that of progression, and that in all human probability, the time is not far distant when the perseverance and ingenuity of man shall have overcome those difficulties which at present appear to confine the navigation by steam to the seas and harbours of Europe. Whenever that time may come, the port of Goole will in the lapse of a very few months be enabled by the undaunted spirit and liberality of the Aire and Calder Company, to prove itself in all possible respects, worthy of the title to which it aspires, namely, *The Port of the West-Riding of Yorkshire.* The present shipping season (1835) has already commenced, both by steam-packets and sailing vessels, under pros-

pects which leave no doubt that the advantages which Goole holds out to the public are fully appreciated.

The City of Glasgow, a powerful and elegant steam-packet, of one hundred horse power, leaves Goole for London, with goods and passengers, every Monday, and London for Goole every Thursday, as the tide may suit. *The Kingston* steam-packet plies weekly between Goole and Newcastle, calling at Hull on her passage each way. *The Albatross* steam-packet calls at Goole each week, to and from Selby and Yarmouth. *The Eagle* and *Lion* steam-packets pass daily between Goole and Hull, and *vice versa*, with goods and passengers, leaving the former place at ten, a. m. and the latter to suit the tide. *The Eclipse*, a steam-packet upon a new construction and light draught of water, plies from and to Hull daily, with passengers only, leaving the former place at from eight to ten o'clock a. m. as the tide may permit, and the latter place on the arrival of the passengers from the interior. *The Calder* and *Echo* steam-packets are employed in the daily conveyance of goods to and from Goole and Hull. *The Britannia* and *Lady Dundas* are solely employed as Steam-tugs.

The conveyance of passengers from and to the interior, is effected by small steam-packets, of ten

horse power each, which pass up and down the Canal and river Aire as far as Castleford daily, where they are met by coaches from Leeds, Wakefield, &c.

There are regular contract sailing vessels, from Stanton's, Gun & Shot, and Wheatsheaf Wharfs, in London, every week, to Goole.

The Aire and Calder Company's fly-boats, which are propelled chiefly by small steam-tugs, are employed in the conveyance of goods to and from Leeds. They leave the latter place every evening, and arrive at Goole every morning early, so that it is by no means an uncommon occurrence for goods to be in the merchant's warehouse in Leeds and a long way on their passage to Hamburgh within the short space of twenty-four hours.

J. Buckley, Kershaw, & Co. have fly-boats daily, to and from Wakefield, Dewsbury, Huddersfield, Saddleworth, Stayley-Bridge, Ashton-under-Line, Stockport, Manchester, and Liverpool. *John Thompson & Co.* have fly-boats to and from Wakefield, Rochdale, Manchester, &c. and forward goods to Hull, and London. *I. and L. Marsden* have fly-boats daily, to and from Leeds, Dewsbury, Wakefield, Huddersfield, and Manchester. *Barnby, Faulkner, & Co.* have fly-boats to and from Wakefield, Rochdale, Manchester, &c. &c. And to complete the list, we observe with pleasure,

that a company is now being formed for the purpose of carrying on a trade by steam-vessels with Goole, York, and Gainsborough, to which we heartily wish success.

The new town of Goole stands on the north side of the docks, and (the buildings being all uniform) presents a very striking appearance, especially when viewed from the river. The population, including that of the old town, which is on the south side of the Dutch river, amounted to one thousand nine hundred and sixty-five, in the year 1831. The returns of the census of 1821, gave five hundred and eight as the number of the inhabitants.

PLACES OF WORSHIP.

A temporary *Episcopal Chapel* has been fitted up by the Aire and Calder Company, on the south side of the barge dock, capable of holding from three to four hundred persons, in which divine service is performed twice every Sunday, by the Rev. John Wilson, the resident officiating minister.

The *Independents* and *Wesleyan Methodists* have also erected neat and commodious chapels, the former under the ministry of the Rev. Henry Earl, the latter under the preachers attached to the Snaith Circuit. A Sunday School is connected with each of the above places of worship.

A *Savings Bank* has been established here for the

deposits of the careful and industrious, which is opened every Wednesday, being the market day, from twelve to half-past one o'clock.

The *York City and County Banking Company*, and the *Hull Banking Company*, have each of them an office here; the former in Aire-street, Mr. Thomas Clough, agent; the latter in Banks' Terrace, Mr. James Wake, agent.

The *Post-Office* is in Aire-street, Mr. James Watkinson, post-master. There are two horse-mails to and from Goole daily—one leaves at a quarter-past eight a. m. for Thorne, with letters for the South and West, and returns at four p. m. with letters from those parts:—the other arrives ten minutes before ten a. m. from Selby, with letters from the North, East, and West, and returns thither at five minutes to two, with letters for those parts. Foreign letters must be put into the office on Monday and Wednesday evenings. There is no bag to London on Saturdays, nor from London on Mondays.

Mr. I. H. Hodson, is the resident agent to the undertakers of the Aire and Calder navigation.

DIRECTORY.

Atkinson Ralph, ship-builder
Bedell Benjamin, Esq.
Boyes Joseph, dock master
Bell Robert, ship owner
Beaumont Henry, secretary to savings bank
Cassell Frederick, Esq.
Cass Wm. E. surgeon
Clay Wentworth, accountant
Cramp Robert, do.
Clark William, farmer
Crosier William, accountant
Dove Stephen, watch-maker
Earl, Rev. Henry
Earnshaw, Geo. R. Esq.
Earnshaw G. R. jun. attorney
Earnshaw Edward, gent.
Empson Jarvis, Esq.
Fletcher Geo. warehouseman
Gane Cubitt, accountant
Gilleard Corn. warehouseman
Gold Edward, accountant
Gutteridge Samuel and Son, ship-builders
Hardisty James, attorney
Hawley G. jun. book-keeper
Hamer Simon, contractor
Haggitt Henry, accountant
Lister William, constable
Parry Mr. Thomas, customs
Rutherford J. clerk of works
Stannewell John, farmer
Thompson Mrs. Mary
Thompson Thomas, farmer
Weddall, R. P. land agent, &c.
Watson Thomas, accountant
West William, do.
Witt Mr. George, customs
Willingale Mr. R. customs
Wilson Rev. John
Young Miss, ladies' boarding and day-school

Agents and Brokers.

Bloom, John
Burstall, S. F. & G.
Clay, Richard jun.
Dails J. (& Danish vice Cons.)
Dunning, John
Foster, John
Greenwood, George
Ibbotson, Joseph
Hibberd, John
Jackson, T. for the Antwerp Schooners
Kenworthy, John
Keddey, Robert
Love, F. W.
Morley, Thos. B. & Co.
Rodwell, Lionel
Spratt, James
Smallpage, for Brownlow & co.
Wake, James
Young, Robt. C.

Auctioneers.

Chattam, Robert
Kirby, W. J.

Bakers.

Spilman, James (and miller)
Wass, Jesse
Walker, Thomas (and miller)

Butchers.

Briggs, David

Clayton, William
Hasselby, Jonathan B.
Windle, Jonathan

Blacksmiths.

Duckels, Thomas
Hanslip, John
Redman, Samuel

Brewer.

Duckels, Thomas

Bricklayers.

Davis, Thomas
Dove, George
Wardrobe, John
Young, John

Cabinet Makers, Joiners, &c.

Billinton, Thomas
Kirby, W. J.
Leggitt, Charles
Walker, John

Cooper.

Moss, James

Coffee-House Keeper.

Bullass, Ann

Coal Agents.

Wake, J. agent for Wilson's Silkstone
Dunning, John for Sturgess, Paley, & Co, Gawber hall.
Bloom, J. for Field & Cooper's New Silkstone.
Burstall, S. F. & G. for Elsicar's soft and hard coal
Airton, W. for Milnes & Stanfield's New Flockton
Hawley, G. for Clarke's Old Silkstone
——— for Joseph Porter's old Barnsley
Storr, W. for Jordan Dam's
Dails, John for Hopwood's Barnsley.

Dress Makers.

Aldridge, Mary
Collyer, Mrs.
Creasey, L.
Farnhill & Poskitt
Fillingham, C.
Peart, E.
Tall, M. I.

Fire & Life Insurance Offices.

COUNTY, John Dails
LEEDS & YORKSH. I. H. Hodson
MANCHESTER, John Dunning
PROTECTOR, Geo. Greenwood
ROYAL EXCHANGE, G. Burstall
SUN, James Spratt
ALLIANCE (Marine) R. Clay, ju

Grocers and Flour Dealers.

Bromley, James
Bailey, Thomas
Cass, David (and druggist)
Hunter, Samuel
Nelson, S. (and fishmonger)
Storr, William

Inns and Taverns.

Anchor, Hannah Duckels
Banks' Arms Hotel, W. Airton
Commercial, Robert Chattam
Crown, William Johnson
Half-Moon, Thomas Cooper
Mail-Coach, Eliz. Watkinson

Beer-Houses.

Dock Tavern, John Wilkinson
Fly-Boat, Thomas Bailey
Jolly Sailor, Daniel Grier
Mackintosh Arms, J. Watkinson
Neptune, George Dove
Wheat-Sheaf, J. Blanchard,

Iron and Brass Founder.

Earnshaw, George

Linen Drapers.

Wake, H. B.
Pratt, E.

Masons.

Clough, W. (& stone wharf)
Nicol, Robert
Bailey, William
Kassell, James

Mast and Block Maker.

Denton, Thomas.

Master Mariners.

Bateman, William
Brittain, Samuel
Bloom, Thomas
Bradley, William
Bromley Thos. (& ship-owner)
Caseley, Edward
Chambers, Rt. (& ship-owner)
Clark, Edward
Collier William
Crowhurst, James
Darnbrook, Richard
Fish, Richard
Foster, Samuel
Foster, Joseph,
Foulds, John
Fletcher, Charles
Foreman, James
Lister, John (& ship-owner)
Ledson, Thomas
Manning, William
Pallister, William
Padley, W. O. (& ship-owner)
Richardson, Thomas
Royston, Thomas
Stead, John
Thompson, John
Wilkinson, George
White, Thomas
Wood, John

Painters.

Charlton, W.
Clark, John

Plumber, Glazier, & Tinner.

Stow, William

Slate Merchants.

Overend, Leonard
Brown, Charles & Co.

Sail-Makers.

Bromley, R. (& ship-chandler)
Tall, John

Spirit Merchants.

Airton, William
Bromley, Thos. & James.

Shoe-Makers.

Audas, John
Clark, George
Dearman, John
Dearman, Charles
Keighley, T.
Marshall, Robert
Platts, George
Raywood, Richard
Tall, Henry

Tailors and Drapers.

Armstrong, J. (dealer in hats)
Butterworth, —
Blanchard, John
Golton, Thomas
Sharp, Major
Shirtcliffe, Clayton

Timber and Iron Merchants.

Maude, Edmund & Sons.

Proceeding down the river from Goole, the voyager passes the village of

SWINEFLEET

On his right hand. There is nothing in this place which merits attention. The chapel is a perpetual curacy, valued in the parliamentary returns at £93. 18*s*. 8*d*.

The next object attracting the notice of the traveller, to the left of the river, is the village of

SALTMARSHE,

The seat of Philip Saltmarshe, Esq. The uniform taste and neatness here displayed, amidst the luxuriant rose-beds which skirt the river, form it one of the most interesting and sweetly romantic spots to be seen in the course of the voyage.

WHITGIFT,

On the right bank of the river, is a diminutive parish town. It is one of the numerous villages which encompass the river island, wherein are Ditchmarsh and Marshland. It was anciently the estate of the Lacies, earls of Lincoln, and afterwards descended to Henry, Lord Scroop of Bolton, chief justice of the King's Bench. The benefice, a perpetual curacy, is in the gift of Lord Yarborough. The church, dedicated to St. Mary Magdalen, is valued in the king's books at £40. It is a small edifice, with a tower at the west end. In December, 1614, the Hon. Sir John

Sheffield, with his brothers Sir Edmund, and Mr. Philip Sheffield, sons to Lord Sheffield, lord president of the north, in passing Whitgift-ferry, over the Ouse, were drowned with all their servants, and their bodies never found. During the siege of Hull, in 1643, the royalists erected a fort here, to prevent Hull from receiving supplies by water. The village of

BLACKTOFT,

With its place of worship is well situated a little further down the Ouse than Whitgift, but on the opposite side of the river. The village of

BOSOMCROSS

Stands at the confluence of the Trent and the Ouse.

When the Trent and the Ouse have formed a junction, their united waters bear the name of the Humber, which speedily spreads into a broad and beautiful estuary. The Humber was formerly subject to violent fluctuations which are now unknown. Immense labour was devoted about the fourteenth century, by elevating the roads and repairing the banks, to guard against the unusual tides which for some years prevailed in this river, yet in the year 1527, the tide rose to such a height as to overthrow the banks, and do incredible damage to the town of Hull, and the adjacent country. However, during the last century, the banks of

the Humber have been materially improved, and many thousand acres of land recovered from the visitation of the tides. Several streets have also been formed on foundations which were once covered beneath the waters of the river.

On the right bank of the river, beyond the junction of the Trent and the Ouse, stands the little village of

WHITTON,

Containing two hundred and forty-five inhabitants, and only remarkable as constituting part of the Duchy of Lancaster.

The position of the village of

FAXFLEET,

Nearly opposite to Whitton, indicates the place where the Market-Weighton canal unites with the Humber. Large quantities of corn are brought down this canal, and conveyed both to Hull and into the interior of Yorkshire.

BROUGH and WELTON

Are the villages in succession from Faxfleet, on the Yorkshire side of the river. Immediately behind them the country rises fairly into

THE WOLDS.

Nearly opposite to Brough, and on the declivity of a hill, stands the long and straggling village of

WINTRINGHAM;

It contains between seven and eight hundred in-

habitants. We are told, that, upon a rising ground at the east end of the present village, where the Roman Road from Lincoln to the Humber terminates, has been a town called Old Wintringham, with a beach for ships. This place was considered by Dr. Stukely to have been the *Ad Abum* of the Romans; *Abus* according to Bishop Horsley, being the ancient name for the Humber.

Beyond Wintringham, the river Ancholme, and the canal called the Ancholme Navigation, fall into the Humber; the latter forming a communication between Brigg and Hull.

NORTH and SOUTH-FERRIBY

Are villages on the two sides of the Humber, nearly directly opposite to each other. Both have churches, and in both the population is numerically diminutive.

HESSLE HOUSE,

The seat of Clifford Pease, Esq. is beautifully situated on the left bank of the river, and surrounded with its swelling woods, it forms a beautiful object from the river. The village of

HESSLE

Formerly had some extensive ship-building establishments; it is a vicarage in the gift of the crown; and the very ancient church which it contains, is dedicated to All Saints. At Hessle there is a hospital and a school, but the endowments

are inconsiderable. Hessle contains upwards of one thousand five hundred inhabitants.

BARTON

Is a good market town, on the south side of the Humber, containing between three thousand two hundred and three thousand three hundred inhabitants. This is a place of very great antiquity. It is mentioned in the Doomsday Survey as containing a church, a priest, two mills of forty shillings value, one market, and a ferry of four pounds value. It was formerly strongly fortified, and the remains of its rampart and forts are still perceptible. When William the Conqueror took possession of the crown and the territories of England, Barton was one of the most flourishing ports of the north, and as such it was dignified with the rank of a corporate town. It appears also highly probable, that it continued to flourish for more than two hundred years after the Norman conquest. When Edward I. constituted Hull a free borough, and conferred upon it so many privileges and immunities, a fatal blow was given to the commerce and prosperity of Barton, and from that period until the middle of the last century, it continued in a state of progressive decline. Yet its consequence was retained for more than a hundred years after the commencement of the peculiar prosperity of Hull. For when Edward III.

issued his mandate to raise a force for the invasion of France, Barton furnished, according to one account, three ships and twenty men, and according to another, five ships and ninety-one men. And this at a time too when many of the other ports in the counties of York and Lincoln are not even named. The two churches in Barton are both of considerable dimensions. The tower of that which is dedicated to St. Peter, has been erected about the time of the Conqueror, but the pointed arches of the other part of the fabric prove that it has been erected at a much later period. The livings of both the churches are united, and are valued in the king's books at nineteen pounds four shillings and eight-pence. There is a free school here, for the instruction of forty poor children; there are also alms-houses for a certain number of the poor; as well as certain charitable funds which are annually distributed in coals, &c. Barton has a good market on Mondays, and another for fat cattle once a fortnight. Its annual fair is held on the Thursday after Trinity Sunday. Sacking and ropes are manufactured here, as is also French-barley and Paris-whiting. It is principally noted for being the place where the northern road passes the Humber to Hull. Steam-packets for passengers cross and recross the river and from Hull, several times during the day.

and a sailing boat for horses and carriages, every tide.

Two miles further down the river from Barton, and on the same side of the Humber, stands the village of

BARROW,

Containing one thousand three hundred and thirty-four inhabitants. It was formerly the residence of the ancient and celebrated family of Tyrwhit, of Cornwall. About a mile from this village, to the north-west, in a marsh, stands an earth-work, called the castle; and adjacent to the foundations are several tumuli, or long barrows, in some of which human bones, ashes, urns, and other relics have been discovered. At this village is the seat of Charles Uppleby, Esq.

The only place deserving attention before we reach Hull is

NEW HOLLAND,

On the Lincolnshire shore, near to which is the new line of ferry called

OXMARSH,

By which an easy line of communication is opened between Lincolnshire and Hull.

CHAPTER VIII.

HULL.

THE commonly recorded account of the origin of the town of Hull, is indisputably erroneous, and both its local historians and topographers in general have been grossly mistaken upon the subject. We shall extract the old supposition, for it was no more than a supposition, accounting for the origin of the town.

"The town of Hull was it is said, in old time, a small village called Wike, till the merchants,

leaving Spurn, or Ravenspurn, which is the utmost point of Holderness, upon the sea, because the sea daily encroached upon their town there, came and seated themselves here, twenty miles higher up the Humber; thence came Hull to its growth and riches. There is an old saying,—

"When Deighton is pulled down,
"Hull shall become a great town."

Deighton was a village close by the town, pulled down in the civil wars. History tells us that a town called Ravensburgh formerly stood somewhere this way, of which there are now no vestiges or traces. It was memorable for Baliol, king of Scotland, having set out thence to recover his kingdom against Bruce, and also for the landing of Henry IV. when Duke of Hereford, and the reception he met with there from the English nobility, against Richard II. During one of the frequent visits of Edward I. the place pleased that monarch, and much benefit arose from his royal favours. While staying there, being engaged one day in the amusement of the chase, he was led to the hamlet of Myton and Wike, the present site of the town of Hull, and contemplating the advantages of its situation, determined on the foundation of a fortified town and commercial port. He consequently negociated an exchange with the abbot of Meaux, in Holderness, to whom the pro-

perty belonged, for lands productive of a higher revenue. He then issued a proclamation inviting settlers, to whom he offered advantages sufficient to induce several to accept his proposals. He next built a manor-house, and in a little time had the satisfaction of seeing the town erected, which he dignified with the appellation of *King's Town*, now Kingston."

All this is very amusing, but it has no foundation in fact. It has been recently satisfactorily proved, by a reference to ancient records and authentic documents, that for upwards of a century before the date assigned in the preceding extract for its foundation, Hull was a place of considerable importance, and that its inhabitants carried on a valuable trade in the exportation of wool, and the importation of wine. For the gross errors just alluded to, it is easy to account, by a reference to the fact, that by exchange with the abbots of Meaux, in 1293, it was visited by Edward I. and was constituted a manor by itself, independent of Myton. Upon this occasion its name was changed, from Wike-upon-Hull to Kingston-upon-Hull.

The name by which this town is now known, first occurs in a writ of *ad quod damnum*, dated 5th November, 22nd Edward I., 1294, and addressed to the king's bailiff, at "*Kingeston super Hull.*" In common parlance, the town is invari-

ably called Hull, although in legal proceedings and official documents, it still retains its royal designation.

To the argument by which the importance of Hull, prior to the reign of Edward I. is substantiated, it is requisite that the attention of the reader should be briefly directed. Of the pipe rolls and other records, upon which this argument is founded, one of the first and most important is, the *computus* of William de Wrotcham and his companions, recorded on the great roll of the pipe of the 6th of king John, 1204, whence it appears, that Hull was at that time only inferior in commerce to London, Boston, Southampton, Lincoln, and Lynn. Besides this, there is a record on the pipe rolls, of the accounts rendered by certain companies of the Walloon merchants, of their receipts for several years subsequent to the fourth of Edward I., of the great customs of England and Wales, payable on the exportation of wools, woolfells, and leather, which had been granted to them by the king, as a security for the sum of twenty-three thousand pounds, advanced to supply his necessities, soon after his accession to the throne. Because of its great interest, we shall give the following extract from these accounts of the sums received during three years, on exports from Hull, together with the total amount of duties

received there, and at all the other ports within the same period. Thus it will be shewn, that the duties received at Hull, amounted to nearly one-seventh of the aggregate sum taken throughout the whole kingdom.

	Hull.	Total Receipts,
15 to 16 Edward I.	£1,222. 18*s*. 10½*d*.	£8,960. 3*s*. 10½*d*.
16 to 17 Do. do.	£1,520. 5*s*. 6*d*.	£9,976. 6*s*. 1½*d*.
17 to 18 Do. do.	£1,289. 6*s*. 8*d*.	£10,358. 3*s*. 2½*d*.

With reference to the trade of Hull in wines, it is ascertained that in the 18th Edward I. Joricus le Fleming, was appointed to take the king's *recta prisa* of wines coming to the port of Hull. It appears from the great rolls of the pipe of the following year, that the Sheriff of Yorkshire paid in obedience to the king's writ, £78. 2*s*. 10½*d*. in that year, for the carriage of four hundred and fifteen doles and two pipes of wine, forwarded from Hull to Brustwyk, (Brustwick Park) and other places, for the king's use.

The first charter granted to the town of Hull, is dated April 1, 27th Edward I. This charter was obtained by a petition from the inhabitants, presented to the king, while he was keeping his Christmas at Cottingham, near Hull. The charter itself, was granted at Barnard-Castle, the seat of Lord Wake, on the king's return from the north, in 1298. By this charter peculiar privileges were

granted to builders and residents, the government was vested in a warden and a body of freemen, and the town received the name already referred to of Kingston-upon-Hull. Its importance at this period may be ascertained from the following circumstance. When an extensive coinage was anticipated in the reign of this great monarch, an ordinance was passed on the 30th March, 28th Edward I. for establishing mints at the following places, viz :— "In the tower of London, thirty furnaces; at Canterbury, eight; at Kyngeston seur Hull, four; at Newcastle-upon-Tyne, two; at Bristol, two; and at Exeter, two." In May, 1300, Hull was visited by the king in person, and on the 10th of August, in the 30th Edward I. a commission was granted to set out the great road, now in use, leading from Hull to Beverley, to Anlaby, and into Holderness. The same monarch also founded a house of Whitefriars, and caused a hall to be built for his own residence. This was probably given to the De la Poles; for soon afterwards, a magnificent manor-house was erected by that wealthy family, which was frequently honoured by the royal residence, and which, falling to the crown by the attainder of Edmund De la Pole, Earl of Suffolk, became for some time the residence of Henry VIII.

The town of Hull improved so rapidly, that, in the reign of Edward III., it supplied sixteen sail

of ships and four hundred and sixty-six men towards the invasion of France, when the city of London only supplied twenty-five ships and six hundred and sixty-two men. In Leland's time, it was a fair and well-built town; and according to Camden, it possessed stately edifices, strong fortresses, ships well equipped, a number of merchants, and abundance of all kinds of wealth. Hull has been favoured with not less than sixteen charters, from various English monarchs. To only one of these charters it is necessary, under present circumstances, to refer. By the charter granted in the 6th of Henry VI., former charters were confirmed, and afterwards the king made Hull a corporate town, constituted it and its precincts a county of itself, authorized the mayors to have the sword carried before them, and granted other civil privileges.

Hull was first fortified by charter from Edward II. The walls were repaired and strengthened with towers of brick, by Sir Michael De la Pole, who seems to have revived in this place the art of brick-making, which had fallen into disuse since the time of the Romans. The fortifications were gradually strengthened by succeeding monarchs, and king Henry VIII. built two workhouses and a citadel on the east bank of the river Hull, at an expense of twenty-three thousand pounds. In the

erection of these works, Henry drew the greatest part of the materials from the dissolved houses of Black and White friars, and the church of St. Mary.

In the civil wars which desolated England in the reign of Charles I. Hull bore a most conspicuous part, and sustained greivous calamities. On the eighteenth of March, 1642, that unfortunate monarch with his son prince Charles, and a numerous suit of noblemen arrived at York, and it was not long before the king and the parliament appealed to arms. In this state of affairs, the possession of Hull, a place rendered strong both by nature and art, became an object of the first importance, and the immense magazine of arms and ammunition collected in the garrison, tended greatly to enhance its value. In order to secure the possession of the town, the king sent the Earl of Northumberland forward, to take possession in his majesty's name; but the mayor, aldermen, and burgesses, unmindful of their recent declaration, "That they would adhere to his majesty against all his enemies, with the utmost of their lives and fortunes," declined to receive the king's general, and after some hesitation and delay admitted Sir John Hotham as governor, by order of parliament. The king had now fixed his residence at York, and it was not difficult to foresee that he would continue

his endeavours to obtain possession of the vast magazines at Hull, which at that time far exceeded the collection of warlike stores in the tower of London. The policy of the parliament was to have these stores removed to London, and the two houses sent petitions to the king for that purpose; but his majesty refused his assent, and the stores remained at Hull undisturbed. On the 23rd of April, 1642, a memorable period in the history of the kingdom, his majesty, attended by his son, and by a train of from two to three hundred of his servants, with many gentlemen of the county, set out early in the morning from York for Hull, and when he was within about four miles from the place he sent forward an officer to inform the governor that he intended that day to dine with him. This unexpected honour Sir John Hotham was not disposed to accept, and he despatched a message to the king humbly beseeching him "To decline his intended visit, seeing that he, as governor, could not, without betraying the trust committed to him, open the gates to so great a train as his majesty was attended with." The king, however, continued to advance, and Sir John ordered the bridges to be drawn up, the gates to be closed, and the soldiers to stand to their arms upon the walls. At Beverley Gate, Charles demanded admission for himself and twenty of his

attendants: but all in vain. The governor continued to plead the trust reposed in him by the parliament, protesting at the same time, upon his knees, that he wished God might bring confusion on him and his, if he was not a faithful and loyal subject to his majesty. Thus the misguided sovereign was compelled to retire to Beverley, and the next morning he sent a herald to Sir John promising to forgive him for the past, if he opened the gates, and declaring that he should be proclaimed a traitor if he refused. The herald, however, was not permitted to deliver his message, and the king returned to York.

Thus Hull witnessed the first act of that civil war, which deluged the country with blood, and brought the sovereign to the block.

The king was so mortified by his disappointment, that he determined to form the siege of Hull, and to take by force that which he could not secure by stratagem. He mustered three thousand foot and eight hundred horse, he procured a supply of arms from Holland by the sale of the crown jewels and the zeal of his queen, and the army was marched towards this obnoxious town. On the king's arrival at Beverley, Sir John Hotham called a council of war, by which it was determined, that the surrounding country should be laid under water, in order to render all access

to the town impracticable to the king's army. This resolution was immediately carried into effect; the sluices were pulled up, and the banks of the Humber were cut, so that the next morning by the aid of the spring tides, the meadows and pastures, to the extent of two miles on every side of Hull, were inundated with water. The next care of the governor was to put the town in the best possible state of defence; for this purpose, the Charter House Hospital, and several houses in Myton-Lane, were demolished; the walls and the fort at the south end were fortified with cannon; batteries were erected at the Myton, Beverley, and North Gates; draw-bridges were thrown over the town ditch, which was then both broad and deep; and the country being under water, the royalists could make no near approaches, either to plant their batteries, or to practise any other species of annoyance. While the garrison of Hull was thus making every preparation for defence, the king was not inactive at Beverley: two hundred men were employed in cutting trenches, to divert the current of fresh water which supplied the town of Hull; posts were placed at the Humber side in Lincolnshire, to prevent succours being introduced from that quarter; and two forts were erected, one at Paul, a village about five miles below Hull, and the other at Hessle Cliffe, about the same distance

above it, to prevent supplies from being conveyed by the river.

The parliament, aware of the importance of the town, made the most zealous efforts to preserve it, and about the middle of July, more than two thousand men with a considerable quantity of ammunition and provisions, were introduced by sea into the town. Sir John Meldrum was sent from London to assist the governor, and he greatly distinguished himself by his successful defence of the town.

The garrison defended the city with great valour, and their desperate sallies, in one of which they destroyed a considerable quantity of the ammunition of their antagonists, so disspirited and weakened the besiegers, that they were ultimately compelled to retire to Beverley, with considerable loss.

It was soon discovered that Hull at this period, was not only beleaguered by foreign enemies, but was in imminent danger from intestine treachery. Sir John Hotham, the governor, was the traitor, and Lord Digby, the son of the Earl of Bristol, was the tempter. Sir John agreed to deliver up the place to the king at the first shot, but either his repentance or timidity rendered the project abortive. His treachery was soon discovered and punished as it merited.

When Lord Fairfax was appointed the parliamentarian general in the north, Sir John Hotham was offended, and both he and his son, Captain Hotham, determined to deliver Hull to the king. The artifices of a clergyman, named Saltmarsh, a near relative of the Hothams, induced those infatuated men to discover to him the plot, which the treacherous priest immediately communicated to Captain Moyer, who commanded the Hercules ship of war, lying in the Humber. His next care was to transmit the intelligence to parliament, who voted him a reward of one thousand pounds, for this meritorious piece of service, and at the same time, sent orders to Captain Moyer and Sir Matthew Boynton to keep a watchful eye on the Hothams.

The governor, ignorant of the treachery of his kinsman, sent his son a few days after at the head of his troops to Nottingham, to join Colonel Cromwell and Lord Gray, where on the night of his arrival, he was arrested by Cromwell, on a charge of intending to deliver Hull to the king. Captain Hotham, however, eluding the vigilance of his keepers, escaped to Lincoln, and from thence proceeded to Hull. But even there he could not avoid his destiny; for Mr. Thomas Raikes, the mayor, having learnt by Captain Moyer, that the plot for delivering up the town would, if not pre-

vented, be shortly put into execution, held a consultation with the parliamentary party, and it was resolved to defeat the project by seizing the governor and his son; which was effected in the following manner. On the 29th of June, 1643, Captain Moyer, having landed one hundred men from his ship, seized the castle and block houses, almost without resistance. About the same time, 1,500 of the soldiers and inhabitants, who had been waiting in the town for word of command from the mayor, seized the main guard, near the magazine, and next took possession of all the artillery on the walls. These measures having so far succeeded, Captain Hotham was secured, and a guard placed at the door of the governor's house. All this was accomplished in an hour, and without the effusion of a single drop of blood. Both the culprits were conveyed to London, and were decapitated, the son on the first, and the father on the second of January, 1644.

When the treachery of the Hothams had been discovered, and both father and son had been sent to London, the custody of the town was entrusted to a committee of eleven, approved by the parliament, of whom the mayor was one. On the twenty-second of July, 1643, Lord Fairfax arrived in the town, and was constituted the governor, and very shortly afterwards, Hull was again

beseiged. That great support of the royal cause in the north, the Marquis of Newcastle, having driven Sir T. Fairfax from Beverley, with great slaughter, appeared with his whole force before Hull on the second of September, and immediately began his operations against the town, from which he cut of its supplies of fresh water, and of provisions, as far as depended on the adjoining parts of Yorkshire. The siege and defence were conducted with all the military skill of that age, and with all the determination of deep rooted hostility, which generally distinguishes intestine warfare. The besiegers erected several batteries which opened on the town, and were answered by an incessant fire from the walls; and the cannon from the block houses, and the forts on the banks of the Hull, near the ruins of the charter-house, carried devastation and slaughter into the camps of the besiegers. After extreme labour and loss of many lives, the royalists,though exposed to a heavy and constant fire from the walls, at length succeeded in erecting a fort, about half a mile from the town, which was called the king's fort. On this were placed several pieces of heavy ordnance, and a furnace was constructed for the heating of balls. The firing of red hot balls into the town threw the inhabitants into great consternation; but the prudent precautions of the governor prevented

them from doing any material injury; and by adding two large culverins to the charter-house battery, and the erection of another fort, which flanked the royalists, he demolished the king's fort, and deprived the Marquis of Newcastle of the means of firing hot balls into the town.

The method in which both the besiegers and the besieged carried on their operations, was such as to entail great misery upon the inhabitants of the vicinity. On the fourteenth of September, Lord Fairfax ordered the banks of the Humber to be cut, and thus laid the country under water; and the cannonade from the batteries of the royal army on the west, did considerable injury to the town. The Marquis of Newcastle's magazine at Cottingham also was blown up, either by accident or treachery, great damage was done to the town, and many of the people were killed by the explosion. Several desperate assaults were made by the besiegers upon the inhabitants, but they were always repulsed with loss, and several of their officers were killed.

The last important operation which took place during this siege, was a vigorous sortie made from the town, on the eleventh of October. At seven o'clock in the morning, the whole garrison was under arms; and at nine o'clock 1,500 men, consisting of inhabitants, soldiers, and seamen, with

four troops of horse, sallied from the west side of the town, with the determination to compel the royalists to raise the siege. The foot were formed in three divisions; one of which, being only a small party, charged the besiegers in the front of their last erected work; the second, commanded by Sir John Meldrum, fell upon their left flank; and the third from the west jetty, attacked their works on the banks of the Humber. These attacks were so vigorously made, that the besiegers were driven from their works after an obstinate contest. The timely arrival of a strong reinforcement, however, enabled the royalists to recover their cannon, which had fallen into the hands of their assailants, who were obliged to retreat under the cover of their batteries. But the besiegers did not long maintain the posts which they had thus recovered. Lord Fairfax and Sir John Meldrum now used every endeavour to inspire their men with fresh courage, and the attack was renewed with such desperate impetuosity, that the Marquis of Newcastle was at length obliged to abandon both his forts and batteries, after experiencing a dreadful loss from his own cannon, which were turned against him.

The royalists were so discouraged by the persevering and gallant defence of the garrison, that on the eleventh of October, after the siege had

continued six weeks, the Marquis of Newcastle retired to York with his army. The following day was observed as a day of thanksgiving by the rejoicing inhabitants.

The inhabitants of Hull now expected to be reimbursed the exorbitant sums which Lord Fairfax had exacted from them, for the public service, during the siege; but no compensation was ever made, nor could they even obtain a temporary relief from taxation. The mayor and burgesses having presented a petition to the parliament, representing the impoverished state of the town, from the ruin of its trade, the damages sustained by the siege, and the money advanced for the public; and praying that they might for a time be exempt from assessments till they had in some measure repaired their losses, received for answer. that in a time of public calamity no attention could be paid to particular sufferings. The inhabitants indeed must have suffered dreadfully for in another petition presented in 1646, they represented that they had advanced, at different times, to Sir John Hotham, Sir John Meldrum, and Lord Fairfax, £90,000; that they had suffered £30,000 by losses in trade, and paid £11,000 for repairing and strengthening the fortifications; but for all this they received no recompense.

It will here be necessary to state, that the in-

ternal government of the town of Hull is vested by charter, in the hands of a mayor, recorder, sheriff, and twelve aldermen, who are justices of the peace. The mayor is chosen annually from the aldermen. The recorder, who ranks next in dignity, is, as well as the mayor, a perpetual justices of the peace, and of the quorum. The aldermen are elected for life from among the burgesses, who have served, or have been fined for not serving, the office of sheriff. The aldermen are all justices of the peace within their liberties. They compose the common council, and assist the mayor in the government of the town, in the formation of bye-laws, and in the disposal of the revenues. The sheriff is elected annually, on the same day with the mayor. He has the execution of all writs; returns the names of the members elected to serve in parliament; with the assistance of the coroner, he also returns jurors, inspects weights and measures, has the charge of the prisons, holds courts, &c. The chamberlains are chosen annually, on the same day as the mayor and sheriff. The town clerk is appointed by the mayor and aldermen; he has under him a deputy. The other servants of the corporation are, the town's husband, the house steward, the sword and mace bearers, sergeants, bailiffs, and beadles. A chief constable and forty-one other constables are annually appointed by the corporation.

CHAPTER IX.

HULL

CONTINUED.

WE shall now proceed to throw together some miscellaneous historical particulars relative to the town and trade of Hull, which may be interesting to our readers.

The following description of ancient Hull, is extracted from the recent work of Mr. Greenwood, and will afford a tolerable accurate idea of those fortifications which rendered the town so celebrated for its strength. The town within the walls was of a triangular form having two sides nearly equal in length, the longest side about two thousand four hundred feet due north and south, on the east side of the town, about three thousand feet, the river Hull emptying itself to the south into the Humber. At the confluence of the two rivers on the eastern shore is the garrison, forming an acute angle with the Humber. On the western shore, at the entrance of the harbour, the walls of the town ran nearly

north-east and south-west, with an obtuse angle about eighteen hundred feet, which completed the long side, being a sweep of four thousand eight hundred feet in all. The two equal sides of this figure extending from the Humber to the Hull measured two thousand four hundred feet each. That side next to the Humber, running in the winding course of the river Hull, nearly north north-west, and south south-east; that next to the Hull north-east and south-west: both were defended by a strong wall rampart, double ditch, and other works. Thus the town was defended by the two rivers for the space of four thousand eight hundred feet (the sweep of the longest irregular side), and by the works on the land for four thousand eight hundred feet also (the amount of the two equal sides of two thousand four hundred feet each); making in all a circuit round the town of nine thousand six hundred feet, the longest irregular side measuring as much as the two equal sides together.

The reign of the unfortunate and infatuated James II. involved some transactions in Hull, which demand mention. In December, 1688, a conspiracy was formed among some of the papists, to seize the town, and to hold it against the Prince of Orange, afterwards William III. By changing the rounds, the protestant officers were to be seized and secured with their ad-

herents. But the conspiracy was discovered and frustrated The soldiers were placed on parade, Lord Langdale the catholic governor, and some others, were secured; and the next morning a protestant officer at the head of a hundred men changed the guard, and placed in confinement all the dangerous and suspected persons. The anniversary of this deliverance, is still celebrated in Hull, as a holiday, under the name of the town taking day. Since this event, Hull has been agitated by no alarms of intestine commotion.

It is a somewhat curious circumstance, that the town of Hull, though from its situation likely to be peculiarly exposed to the ravages of disease, has not been visited like Leeds and other similar places with the epidemic distempers, which were so fatal and so alarming in the sixteenth century. And this is the more remarkable, because previously the town had greatly suffered from this very cause. It was visited by the plague in 1472; again in 1476, and two years afterwards it raged so violently that in a short space of time one thousand five hundred and eighty persons were numbered with the dead. Melancholy indeed must have been the condition of the town at this deplorable period. The churches, the monasteries, the priories, the hospitals, and the schools were abandoned; and the streets were so little frequented, that grass

grew up in most parts of the town between the seams of the stones. The merchants forsook the port and traded elsewhere, not daring to acknowledge who they were.

It is evidently unnecessary in this abridged account of Hull, to give any long description of the two great monastic establishments existing in Hull prior to the Reformation—we refer to the monastery of the White Friars, and that of the Black Friars, whose memory is still preserved in the names of the streets built upon their sites.

There are, however, two suburbs of Hull upon which a few particulars must be presented.

SCULCOATES

Is a place of such antiquity that it is mentioned in Doomsday Book as one of the lordships of Ralph de Mortimer, who was one of the fortunate adventurers that accompanied the conquror from Normandy, and was lord of several manors in this district. About the year 1174, Benedictus, or Bennet de Sculcoates, appears to have been in possession of this manor. In the year 1378, it was in the possession of Michael De la Pole, the first Earl of Suffolk of that family, who then granted it to the Carthusian priory of St. Michael, which he had founded here. After the dissolution of this monastery, this manor of Sculcoates appears to have continued annexed to the crown, till the

fourth year of Philip and Mary, when it was sold to Sir Henry Gate, Knight, and Thomas Dalton, alderman of Hull; after which it passed through various hands, and was divided and subdivided by successive sales and portions. Sculcoates is a parish in itself.

DRYPOOL

Is also a parish, and like Sculcoates is mentioned in Doomsday Book: in one place called Dritpole, in another Dripol. "It was a manor then, and Ralph de Mortimer was lord thereof, the Archbishop of York had also about thirty acres of land, and a close of about fifty acres; and one Ote and Ravenhill held also certain possessions here, but what quantity is not known, from which it appears, that this town was then like all its neighbours, very poor and small, consisting only of about seven or eight houses." It had no church, but was a portion of the parish of Ferriby. Sudcoates is in this parish. Drypool is in the middle division of Holderness.

THE COMMERCE OF HULL.

We have already stated that Hull was a considerable sea-port, prior to the reign of Edward I. although the patronage of that monarch extended and increased it with astonishing rapidity and success. There is reason to believe, that the commerce of Hull continued to flourish with occasional interruptions, until the beginning of the present century, when a new era commenced in its history. Its coasting trade—its trade to Holland, Hamburgh, and Denmark,—its trade to the Baltic; and its Greenland fishery; have all proved an abundant source of opulence and importance. The trade with the inland towns and districts in the West-Riding of Yorkshire has added to the wealth of its inhabitants. We are told, that by the facility of communication with the great manufacturing districts of Yorkshire, Lancashire, and Nottinghamshire, by means of the Aire and the Calder, the Ouse and the Trent, and by the canals communicating with them, the quantity of goods poured into this port from the interior is immense; and it is admitted that from the West-Riding alone the manufactured goods, coal, stone, &c. yearly introduced into Hull, amount in value to at least five millions of pounds sterling.

Hull has long been especially celebrated for its Greenland trade, revived by a Mr. Standidge, about the year 1765. This trade reached its highest pitch in 1818, when sixty-three ships were employed in it. Since that time, it has not been so prosperous, and in consequence of the quantity of fish oil produced and the use of coal gas light, remunerating prices can with difficulty be obtained. We are told that the Mediterranean and Leghorn trade, from the want of due cultivation, has here dwindled away into insignificance, and the American trade, that rich source of wealth to Liverpool, is in Hull of but limited extent. The West India trade has been attempted several times, but never established; and two or three vessels have sailed hence to the East Indies, without as yet producing any profitable returns.

The establishment of the port of Goole has materially affected the trade of Hull, as the two following tables will shew. The customs in this port it will be seen, do not produce so much now as they did a few years ago. The following is a statement of their amount.

	£.		£.
1824.....	647,800	1829.....	741,412
1825.....	866,900	1830.....	713,579
1826.....	692,300	1831.....	694,930
1827.....	813,500	1832.....	627,262
1828.....	709,700	1833.....	630,059

The ensuing table will shew the number of British and foreign ships and coasting vessels that have cleared outwards and inwards from Hull of late years.

Years,	Cargoes.		Ballast.		Coasters.	
	Inw.	Out.	Inw.	Out.	Inw.	Out.
1824	1286	478	—	635	3269	3370
1825	2171	477	4	1153	3161	3696
1826	2425	458	7	858	3263	3416
1827	2582	601	3	902	3596	3180
1828	1555	571	7	647	1641	1707
1829	1486	550	6	693	1477	1679
1830	1453	536	9	511	1664	1679
1831	1699	601	15	705	1490	1688
1832	1216	643	63	394	1556	1893
1833	1352	591	13	487	1663	1842

The general state of the commerce of the port may be ascertained from the following facts. About seventy thousand tons of shipping belong to the port of Hull, exclusive of many hundreds of small craft, employed on the river Humber. Within the last ten years, the export of cotton twist and of manufactured cottons, from this port, has prodigiously increased: in 1814, 7,330,000 pounds of cotton twist, and 9,240,000 yards of cotton were exported from hence; this amount has been yearly augmented, and in 1820, 18,000,000 pounds of twist and 50,000,000 yards of cotton,

chiefly to Hamburgh, appear upon the list of experts in the custom-house books.

The system of Docks in Hull is very extensive and excellent. There are three docks united, and stretching from the river Hull to the river Humber, in a diagonal line.

The Old Dock was opened on September 22nd, 1775. The following is the inscription upon the stone deposited in the lock pit.

"For the improvement of commerce, by the enlargement of the port of Kingston-upon-Hull, his most gracious majesty King George the Third, did, with the consent of his parliament, appropriate the military works surrounding the town, with a further aid of royal and parliamentary munificence. In gratitude to their gracious sovereign, and to transmit a dutiful remembrance thereof to the latest posterity, the dock company have caused this to be inscribed on the first stone, which was laid by Joseph Outram, Esq. mayor, October 19, 1775.

The following is the extent of the Old Dock—Length, 1,703 feet; breadth, 254 feet; area, 48,074 square yards, or 9*a*. 3*r*. 29*p*. and capable of affording accommodation to one hundred square-rigged ships. The Quays: Area, 18,163 square yards. The Basin: Length, 211 feet; breadth, 60 feet; area, 1,875 square yards, or 0*a*. 1*r*. 22*p*. The Lock: Length, 121 feet; breadth, 38 feet; depth, 24 feet 6 inches. Bridge: Breadth, 15 feet. Tides: The average depth of water, upon the Old Dock lock-sills, at spring tides, is 20 feet 6 inches; at neap tides, 15 feet. The Warehouses and Sheds: The warehouses occupy an area of

2,251 square yards; the sheds consist of two ranges, in length 143 feet and 492 feet; breadth, 23 feet. Building Land: The building land attached to the Old Dock comprises an area of 25,098 square yards. Legal Quays: The length of the legal quays on the south side of the old dock, is 1,558 feet. The engineers by whom this extensive undertaking was completed, were John Grundy and John Rennie, Esqrs. consulting engineers, and Mr. Luke Holt and Mr. George Milner, resident engineers.

The Humber Dock was commenced in 1803. It cost two hundred and twenty thousand pounds, and was opened on the 30th of June, 1809. The following are its dimensions. The Dock: Average length, 914 feet; breadth, 342 feet; area, 34,607 sqare yards, or 7*a*. 0*r*. 24*p*. and will contain seventy square-rigged ships. The Quays: Area, 17,639 square yards. The Basin: Length, 258 feet; breadth, 434 feet; area, 12,429 square yards, or 2*a*. 2*r*. 11*p*. Quays on the Basin: Area, 8,419 square yards. The Lock: Length, 158 feet 6 inches; breadth, 42 feet; depth, 31 feet 2 inches. Bridge: Breadth, 12 feet 6 inches. Tides: The average depth of water, upon the Humber Dock lock-sills, at spring tides, is 26 feet 6 inches, at neap tides, 21 feet. The Sheds: Length, 754 feet; breadth, 25 feet. Legal Quays: Length of the

east side of the Humber Dock, 852 feet; on the south side ditto, 152 feet. Piers: The east and west piers of the Humber Dock basin, are each 238 feet long, and 18 feet broad.

The Junction Dock was opened on June 1, 1829, with very imposing ceremonies. The following are its dimensions. The Dock: Length, 645 feet; breadth, 407 feet; area, 29,191 square yards, or 6*a*. 0*r*. 5*p*. and will hold sixty square-rigged ships. The Quays: Area, 15,643 square yards. The Locks: Length, 120 feet; breadth, 36 feet 6 inches depth, 25 feet. Two Bridges each 24 feet wide. The Building Land attached to the Junction Dock comprises an area of 2,247 square yards.

Intimately connected with the commercial and maritime enterprise of Hull, is the establishment of

THE TRINITY HOUSE,

a very ancient body of seamen, originally instituted as a guild in honor of the Holy Trinity, about the time of the wars in France under Edward III., and since incorporated by several royal charters for charitable and maritime purposes, consists at present of twelve elder brethren, six assistants, and an unlimited number of younger brethren, all of whom are masters and pilots. Two wardens are chosen annually on the first Wednesday in September, who are the head of

the corporation for the ensuing year. They are always selected out of the elder brethren. The Trinity-House in Trinity-House Lane, where the business of the corporation is conducted, was rebuilt in 1753. It is now a very handsome brick building, stuccoed, with a pediment of free-stone, surmounted with the king's arms, supported by Neptune and Brittannia. It consists of four sides surrounding a spacious area or court. Three sides of this building, viz., the north, south, and east contain thirty-one apartments for pensioners, twenty-six of which are for the widows of decayed younger brethren, and five for decayed younger brethren, either widowers or bachelors. The Trinity-House contains various nautical curiosities, and some portraits and paintings of great beauty. The Chapel is a very elegant building, in which divine service is celebrated three times a week; it contains a fine painting of the battle of the Nile, at the very moment when the French ship *L'Orient* blew up. On the north side of the chapel is an Alms-House, built by the Trinity-House corporation in 1787, and containing apartments for nine decayed seamen. *The Trinity Alms-House* in Postern-Gate, belongs to the same establishment—it was built in 1828; it consists of a centre and wings, with a Doric portico, covered with composition; and contains apartments for twenty-three decayed younger brethren and their wives.

The Master Mariners' Alms-House, an excellent institution, contains apartments for thirty-six decayed pensioners, master mariners with their wives and widows. *The Ferries Alms-House,* in Junction-Dock Street, is a large establishment belonging to the Trinity-House, and contains apartments for twenty-one decayed seamen and their wives. *Robinson's Alms-House,* contains apartments for six decayed seamen, widowers and bachelors. *The Merchant Seaman's Alms-House,* contains apartments for twenty-one infirm and worn-out seamen. The Trinity-House has the appointment to six of the rooms in an alms-house on the north side of the Holy Trinity church, founded by Dr. Thomas Watson, Bishop of St. David's, about the year 1690, they are occupied by the widows of seamen. The remainder of the rooms in this alms-house are in the appointment of the mayor and aldermen of Hull. In all the alms-houses belonging to the Trinity-House, the weekly pensions are, by the increase of the revenues of the corporation, amply sufficient for each class of seamen and their widows placed therein, besides which, they are furnished with a sufficiency of coals and turves; also medical aid, assistance, wine, and other necessaries when sick. *The Trinity-House School,* established in 1787, for the education of thirty-six boys, for the sea service, is a truly invaluable institution.

CHAPTER X.

HULL

CONTINUED.

THE CHURCHES IN HULL are numerous, and some of them are highly deserving of attention.

The Holy Trinity Church, it is supposed, was originally founded about 1285, but the present edifice was built about 1312. Until 1661, it was only a chapel of ease to Hessle, but in that year it was entirely disunited. It is the largest parochial edifice in England; and the following are its dimensions. It is two hundred and seventy-two feet long from east to west; the length of the nave being one hundred and forty-four feet: the breadth of the nave of the transept, under the tower, is twenty-eight feet; and the length of the chancel one hundred feet, the breadth of the nave of the church, is one hundred and seventy-two feet; the length of the transept, ninty-six feet; and the breadth of the chancel, seventy feet. It consists of a nave and aisles; chancel and aisles; transepts,

and a noble tower in the centre. A minute description of this edifice is impossible in this work—its exterior has a grand and noble appearance, and its interior is calculated to inspire sentiments of veneration and awe. It is to be regretted that the whole building is in a sad state of dilapidation, but it is now undergoing a thorough repair, and will speedily, we trust, be restored to its original perfection. There is one peculiarity in this church of great interest—the transept is composed of brick, and is said to be the oldest brick building, not Roman, in England. The art of brick-making we are informed, was first revived in Hull, and its historians tell us, that so early as 1321, a brick-yard belonged to William De la Pole, was established outside the north gate of the town. The painted glass in the east window is one of the most beautiful specimens of the art, the workmanship of Mr. Ward of London. When it is finished it will contain in the twenty-one lower compartments, into which it is divided, the figures of the Redeemer, the Apostles, and the Evangelists, under rich canopies, and with appropriate inscriptions, and with the figures which represent Faith, Hope, Charity, Justice, Temperance Fortitude, and Prudence. Immediately over the head of the Saviour are the initials J. H. S. in ancient characters, the star of Bethlehem, and one

symbol of his sufferings, the crown of thorns. At the extreme point of the top of the window is the symbol of the Holy Trinity, unto which the church is dedicated. The remaining parts of the tracery are enriched with figures of Angels holding trumpets, and other musical instruments; besides Cherub's heads, and ornaments appropriate to the style of the architecture forming altogether a beautiful combination of colours and groups. The monuments in the church are numerous. Some of them are ancient, and a few of them are truly interesting. The most beautiful monument in the church, and the only one whose inscription we shall copy, is situated near the north entrance, consisting of a slab and basso relievos of Medicine and Grief. The workmanship by Bennes is exquisite. The following is the inscription.

In memory of
JOHN ALDERSON, M.D.
He was born
at Lowestoft in the county of Suffolk,
on the 4th day of June, A.D. 1757;
and died at this place
on the 16th day of September, A.D. 1829,
in the 72nd year of his age.
As a physician
he united to long and extensive
experience,
great natural sagacity and acuteness,
an unabated zeal after knowledge,
and a kindness and warmth of feeling,

which made him at once
the skilful adviser
and affectionate friend
of all who knew him,
whether rich or poor.

As a philanthropist
he was eminently distinguished
by his love of science and the arts,
and the unwearied interest
which he took
in all that could adorn or improve
the condition of those around him,
or increase the happiness
of mankind;
to this end he devoted
the rich stores of his varied
information,
by encouraging, to the utmost
of his power,
the numerous institutions in this town
for the promotion of sound learning
and useful knowledge,

He closed a career
of labour and temperance
cheered by the pleasing recollection
of a well-spent life,
and amidst the universal regret
of his fellow citizens.

Erected by his surviving children.

"Honourable age is not that which standeth only in length of time, nor that is measured by number of years.

But wisdom is the gray hairs unto man, and an unspotted life is old age." WISDOM OF SOLOMON.

The clergy attached to Trinity church consist of a vicar, a lecturer, and a reader.

St. Mary's Church, or Low Church, was either built or considerably enlarged about 1327. The greater part of the original edifice was pulled down by Henry VIII. in 1540; and the present church is only the chancel of the old fabric. A small chancel was built in the reign of Elizabeth, and a tower about 1694. The whole church now consists of a nave and chancel with aisles, and the tower just mentioned. The whole is covered with composition, and has a plain appearance. The interior is very neat, but the monuments are neither numerous nor interesting. The whole edifice was completely repaired in 1826.

St. John's Church is a large edifice of red brick with stone facings, erected at the sole expense of the Rev. T. Dikes, L. L. B. It was consecrated in 1791, and was opened in 1792. The whole edifice is raised upon arches, and contains seventy vaults for interment.

The Mariners' Church, on the east side of the Junction Dock, was opened on June 15th, 1834. It is the Gothic style of architecture, and will seat twelve hundred persons. This church is remarkable as being the first in England opened for the exclusive use of mariners.

Sculcoates Church, dedicated to St. Mary, was a

very ancient building which had become so decayed that in 1760, it was taken down and rebuilt. The living is a vicarage in the patronage of the king. It is situated near the banks of the river Hull, and consists of a nave and aisles, chancel, and a tower at the west end. The interior is very neat.

Near this church is a new burial ground, formed about eight years ago, consisting of about three acres of ground, and having in the centre a very neat chapel, in which the burial service is performed.

Christ Church, in the parish of Sculcoates, was consecrated in 1822. It consists of a nave, chancel, side aisles, and a tower at the west end, all built of white brick, with designs and facings of stone.

Drypool Church, built on the side of the old edifice, which was taken down in 1822, is a neat structure in the pointed style of architecture, consisting of a nave and chancel, with a tower at the west end.

St. James' Church, in the centre of St. James' Square, is a very neat edifice of brick, with facings of stone. It was consecrated in 1831, and will seat twelve hundred persons.

DISSENTING CHAPELS.

The following is a list of the Dissenting Chapels in Hull.

The Unitarian Chapel, in Exchange-Alley, Bowl-alley-Lane, is one of the oldest chapels in Hull. Mr. Higginson is the present minister.

The *Independent Chapels* are as follows.—*Fish-Street Chapel,* which is capable of containing eleven hundred persons, and of which the Rev. Thomas Stratten is minister.

Providence Chapel, in Hope-Street, a very spacious edifice, the Rev. John Morley, minister.—*Salem Chapel,* in Cogan-Street, opened July 3rd, 1833, the Rev. James Sibree, minister.—*The Tabernacle,* in Sykes-Street, the Rev. S. Lane, minister.—*Trinity Chapel,* in Nile-Street, and *Holborn-Street Chapel,* in the Witham.

The *Baptist* Chapels are *Salt-house-Lane Chapel,* Mr. Macpherson, minister.—*George-Street Chapel,* Mr. Daniel, minister.—and *Jehovah Jireh Chapel.*

The *Wesleyan Methodist* Chapels are, *George-Yard Chapel,—Scott-Street Chapel.—Waltham-Street Chapel,*—and *Wesley Chapel.* Waltham-Street Chapel is one of the most elegant in the kingdom, and both George-Yard Chapel and Wesley Chapel are very commodious and spacious structures.

The *New Connexion Methodists* have a place of

worship, called *Bethel Chapel*, in North-Street Charlotte-Street, built in 1799.

The *Primitive Methodists* have a Chapel in Mill-Street.

The *Church Methodists* have a Chapel in Osborne-Street.

The Friends' Meeting-House is situated in a court, No. 11, in Lowgate.

The Catholic Chapel is a very elegant building in Jarratt-Street, Sculcoates.

The Jews' Synagogue is in Robinson's-Row.

The Floating Chapel, for the use of sailors, is moored in the Junction-Dock.

CHARITABLE INSTITUTIONS.

The Charter-House, in Charter-House Lane, stands near the site of the priory of the Carthusian Monks, founded by William De la Pole, in the fourteenth century. This monastery was destroyed in 1538. The hospital, now called the *Charter-House*, originally stood without the gates of this monastery. The present edifice was built in 1780. There are fifty-seven apartments for the brothers and sisters—twenty-nine for women and twenty-eight for men; each of which is allowed six shillings a week, besides fuel and medical attendance. The Chapel is situated in the centre of the building.

Weavers' Hospital is in Dagger-Lane, and was bequeathed by a weaver, for its present purposes. It was endowed by Mr. Buttery, in 1775, and the endowment was augmented by the corporation. It is inhabited by six poor women, who receive two shillings and sixpence per week, besides fuel.

Gregg's Hospital, in Gregg-Street, was founded so long since as 1416, for twelve poor old women, who each receive two shillings per week, coals, and turves. Mr. John Buttery, in 1779, left by will the sum of £346. 6*s.* 8*d.* to be paid to the corporation of Hull, in trust, "To pay and allow" to each of the poor people in this hospital two-pence per week, and to each of the fourteen persons in Watson's almshouse, fourpence per week. *Gee's Hospital* was founded by William Gee, 1600, and shelters ten aged women, who receive eighteen pence a week.—*Lister's Hospital,* founded by Sir J. Lister, in 1642, receives twelve poor persons, who have seven shillings per week, and fuel. Prayers are also read in the hospital every Thursday.—*Harrison's Hospital* was founded by John Harrison, in 1548. It receives ten old women, who receive two shillings a week, and fuel.—*Salthouse-Lane Hospital* was founded by Mr. Thomas Ratcliff, it is the residence of six poor persons, who receive from the corporation two shillings per week, coals and turves.—*Crowle's Hospital,* in Sewer-Lane,

was erected and endowed by George Crowle, alderman and merchant, in 1668. It is the asylum of fourteen poor women who each receive an allowance of half-a-crown per week, and a supply of coals and turves.—The other charitable institutions are—*The Lying-in Charity*,—*The Poor and Strangers' Friend Society*,—and *The Benevolent Society*.

In addition to all these charities it must be stated that Mr. Alderman Cogan bequeathed also, in the year 1787, a sum of money in the public funds, for the purpose of placing out poor boys as apprentices to mariners, handicraftsmen, and artisans, preference to be given to the sons of freemen of Hull. The management of this excellent institution is in twelve trustees, who, in addition to the expense of binding each apprentice, pay to his master twenty shillings a year for clothing, and, at the expiration of the term, present the master with two pounds, and the apprentice with four pounds towards his outfit in life.

LITERARY INSTITUTIONS.

The Grammar School, on the south side of Trinity Church, was founded in 1486, by John Alcock, Bishop of Ely. It was rebuilt in a very handsome style in 1587. The school-room is a very excellent

apartment. In the former state of this school, the sons of freemen received a classical education on the yearly payment of fourteen shillings, afterwards of twenty shillings, and lastly of one guinea, but now there are no classical scholars. Writing and arithmetic were introduced into this school by the late master, and are taught at a charge of four guineas per annum for free boys, and six guineas for the sons of non-freemen. There is now no prescribed period for the admission or superannuation of the pupils. This educational establishment has one exhibition of forty pounds per annum, to any college in Cambridge, founded by Thomas Barry, scrivener, 1627, and augmented by Thomas Ferries, alderman, in 1630; and a scholarship, founded by Alexander Metcalf, of twelve shillings and nine-pence per week, and rooms at Clare-hall. The Rev. W. Wilson is at present the master, in this school.—*The Vicar's School* is an excellent institution in Vicar-Lane, and affords education in reading, writing, and arithmetic to about fifty boys.—*Cogan's Charity School* is also an admirable institution. It was founded in the middle of the last century by Alderman Cogan for clothing and instructing twenty poor girls, who each remain in the school three years. Each girl who has been in the school, and has been married after being in respectable service

seven years, receives a fortune of six pounds. In 1822, the number of scholars was increased to forty, and the annual income of the institution is four hundred pounds.

There are numerous other schools in Hull which ought to be mentioned in this part of the work—such as *The National Schools* in Perrott-Street, Salthouse-Lane,—*The National Schools* at Sculcoates and Drypool,—*The Catholic Free School,* —*The British and Foreign Society's School,*—and the school kept at Wellington Lodge, by the Misses Armistead, who educate in winter at their own house fifty girls, and provide each of them with a cloak and dress.

The Hull Literary and Philosophical Society, which has excellent rooms, in Kingston-Square, was founded in 1822; these rooms consist of a handsome theatre for lecturers, a laboratory, and an extensive gallery for a museum, one hundred and twenty-seven feet in length. The museum contains an excellent collection of natural and artificial phenomena, and is very easily accessible.

The Mechanics' Institute was founded in 1825. The building belonging to it in Charlotte-Street, is very spacious and commodious, containing on the ground floor an extensive lecture room, (fitted up with a gallery,) capable of accommodating from five to six hundred persons, a committee

room and laboratory ; a library and sitting room on the second floor ; while on the upper story is a large school room, where classes for the study of chemistry, anatomy, writing, arithmetic, drawing &c. are held during the season. The library is good and is rapidly increasing.

The two Libraries in Hull are—*The Subscription Library* and the *Lyceum*, both excellent institutions.

Wallis' Museum, in Mytongate, contains an highly interesting collection of curiosities.

PUBLIC BUILDINGS.

The Hull Infirmary, in Prospect-Street, is one of the most excellent institutions of the kind in the kingdom. The ground and the building cost upwards of four thousand one hundred pounds. This institution has accommodation for seventy in-patients, besides the supplies which are communicated externally. The edifice which is of brick, with stone dressings, presents a very neat appearance, and the interior is excellently arranged. The utility of the building may be ascertained from the fact that the total number of patients admitted since the opening of the infirmary in 1782, is 39,855 ; of whom 29,682 have been cured, and 4,102 greatly relieved. Trivial cases from 1782 to 1833, 15,428. Vaccinated from 1782 to 1833 22,308.

The Dispensary, near Junction-Dock Bridge, is a very neat building.

The School of Medicine and Anatomy, in Kingston-Square, is an elegant edifice, built according to the plans of Mr. Abrahams of London.

The Public Rooms in Jarratt-Street and Kingston-Square, constitute an excellent edifice of brick, covered with composition; it is in the Ionic style of architecture; the extent of the entrance front is seventy-nine feet, and of the southern front one hundred and forty-two feet. The principal apartment is magnificent, its length being ninty-one feet, its width forty-one feet, and its height forty feet. The dining room, the committee room, the drawing room the lecture room, and the museum, are all good apartments. The latter is a particularly fine room, being one hundred and twenty-seven feet in length by twenty-four feet in breadth. Mr. Mountain was the architect, whose plans were adopted in the projection of the edifice, but Mr. Abrahams of London, directed their completion.

The Exchange, in Exchange-Alley, Bowlalley Lane, was erected in 1794, and was greatly improved and ornamented in 1820. It is a respectable establishment.

The Custom-House, in Whitefriargate, is a large building of red brick with stone dressings. Its interior is very commodious.

The Pilot-Office, at the corner of Queen-Street, is a very lofty brick building. This is a very valuable institution. The pilots attend the observatory by turns, from six in the morning to nine in the evening, from the vernal to the autumnal equinoxes; and the remainder of the year, from nine in the morning to six in the evening. There is a commodore of the pilots, who are forty-six in number.

The Dock-Office, near the Old Dock Bridge, is a neat building, where the transactions of the Dock Company are carried on.

The Theatre-Royal, in Humber-Street, is one of the best buildings of the kind out of London; it will accommodate a very numerous auditory. Mr. Mountain was the architect.

The Mansion-House, in Lowgate, is a plain building of brick.—*The New Gaol,* in Kingston-Street, on the Humber Bank, cost twenty-two thousand pounds, and is very well arranged and conducted. *The Gas Works* constitute one of the best establishments of the kind in the north of England, and the construction and arrangements embrace the greatest improvements of the day.—*The Citadel* on the tongue of land between the eastern shore of the river Hull and the Humber, is a regular fortification, containing numerous batteries and magazines, and usually occupied as a regular gar-

rison. The magazines at this place are very extensive, and generally are capable of furnishing between ten and twenty thousand stand of arms, and ordnance stores for ten or fifteen sail of the line. Lord Hill is the present governor.—*The Botanical Garden* was commenced in 1811. It is situated about a mile from the centre of the town, on the Anlaby Road, and contains about five acres of land. The two lodges at the entrance are appropriated to the residence of the curator, and the use of the committee. The garden which is well stocked and beautifully laid out is the property of three hundred subscribers, at a subscription of of a guinea and a half per annum.

The town of Hull is remarkable for the intelligence, hospitality, urbanity, and high principle of its inhabitants. It is one of the most agreeable places for a permanent residence in the county of York, and no doubt can be entertained, that, notwithstanding its recent comparative depression, the enterprise of its inhabitants will restore and will retain its commercial prosperity.

FINIS.

ADDENDA.

Arrangements issued by the Railway Company, *May 8th*, 1835,

THE Public is respectfully informed, that for the greater accommodation of Passengers travelling by the Railway, an additional Train has been put on the Line, and every day (Sunday excepted) during the Summer Months. the Carriages will start in the following Order:—

FROM THE DEPOT, MARSH-LANE, LEEDS:—
At *Seven* o'Clock in the Morning, *Two* o'Clock, and *Half-past Five* o'Clock in the Afternoon.

FROM THE SELBY STATION:—
At *Half-past Eight* o'Clock in the Morning; *Half-past Five* in the Afternoon; and on the Arrival of the *Steam-Packets* from *Hull*.

SUNDAY.

From LEEDS, at *Eight* o'Clock in the Morning, and *Half-past Four* in the Afternoon.

From SELBY, Do. do. do. do. do.

Fares.

	s.	d.				s.	d.
Per 1st Class Coaches,	3	0	& through to Hull,	Best Cabin,		5	0
Per 2nd Do. do.....	2	0	Do.	do.	do....	3	0
Per 1st Do. do.....	3	0	Do.	to York,	Inside Coach,	7	0
Per 2nd Do. do.....	2	0	Do.	do.	Outside Coach,	4	6

Short Fares.

				s.	d.		s.	d.
From *LEEDS* to	Cross Gates,	1*st Class*,		1	6	2*nd Class*,	1	0
,,	,,	Garforth,	,,	1	6	,,	1	0
,,	,,	Micklefield,	,,	2	0	,,	1	0
,,	,,	Millford,	,,	2	6	,,	1	6
,,	,,	Hambleton,	,,	3	0	,,	2	0
				s.	d.		s.	d.
From *SELBY* to	Hambleton,	1*st Class*,..		1	6	2*nd Class*,	1	0
,,	,,	Millford,	,,	2	0	,,	1	0
,,	,,	Micklefield,	,,	2	0	,,	1	0
,,	,,	Garforth,	,,	2	6	,,	1	6
,,	,,	Cross Gates,	,,	3	0	,,	2	0

Passengers and Parcels can be booked to any of the above Places, at the Company's Offices, Kirkgate, and Marsh-Lane.—Parcels must be booked 20 minutes before the time of departure.

Booking.—In order to insure Punctuality in the Times of starting, which has frequently been prevented by persons claiming to be booked even after the appointed Time of Departure, no Passenger, (unless previously booked) will be admitted through the outer Door of the Railway Station after the Clock has struck the Hour of Departure; and Passengers too late to take their Seats, or otherwise prevented going, may receive back Half the Fare paid, if claimed not later than the Day after that for which the Places were taken.

Omnibuses.—Omnibuses will leave the Company's Office, Kirkgate, 20 minutes before the Time appointed for the Departure of each Train, and Marsh-Lane to Briggate on the Arrival of each Train from Selby. *Fares*..to Briggate 4*d.* each, beyond that, 6*d.*

Luggage.—The Weight allowed for each Passenger is 60*lbs.*, beyond which a charge will be made at the rate of 2*s.* per Hundred-weight.

Charges for Dogs, 1*s.* each. Four-wheeled Carriages, 15*s.* each. Two-wheeled Do, 7*s.* 6*d.*

Porters.—The Company engages to load and unload Passengers' Luggage upon and from the Railway Carriages and Omnibuses within the Premises.

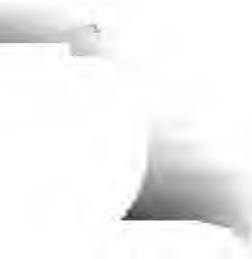
Guards.—No Gratuity is allowed to be taken by any Guard, Engineman, Porter, or other Servant belonging to the Company.

Smoking.—No Smoking will be permitted in any of the First Class Carriages, even with the Consent of the Passengers present.

WM. WILLIAMS, General Superintendent, LEEDS.

WM. SMITH, Agent, SELBY.

A NEW COACH in conjunction with the Railway has recently been established, which leaves the Elephant and Castle, KNARESBOROUGH, daily, at 5 o'clock in the Morning, passing through *Ribston, North-Deighton, Kirk-Deighton, Wetherby, Bramham, Cross-Roads, Aberford,* to *Micklefield,* where it meets the Railway Train to *Selby,* for the Steam-Packet to *Hull;* and returns from *Micklefield* on the arrival of the Steam-Packet Train from *Hull, &c.* by the same route to *Knaresborough, Harrogate, &c.* By this Coach a cheap and expeditious conveyance to *Leeds* is also opened to the Public, on the above line of route.



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